

GRAIN DEALERS' JOURNAL

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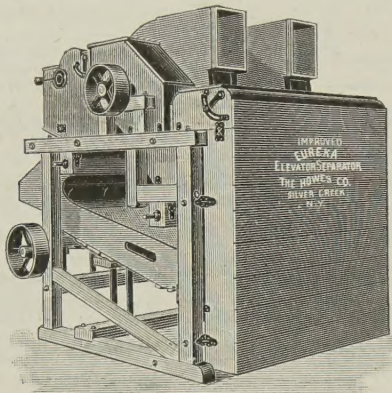
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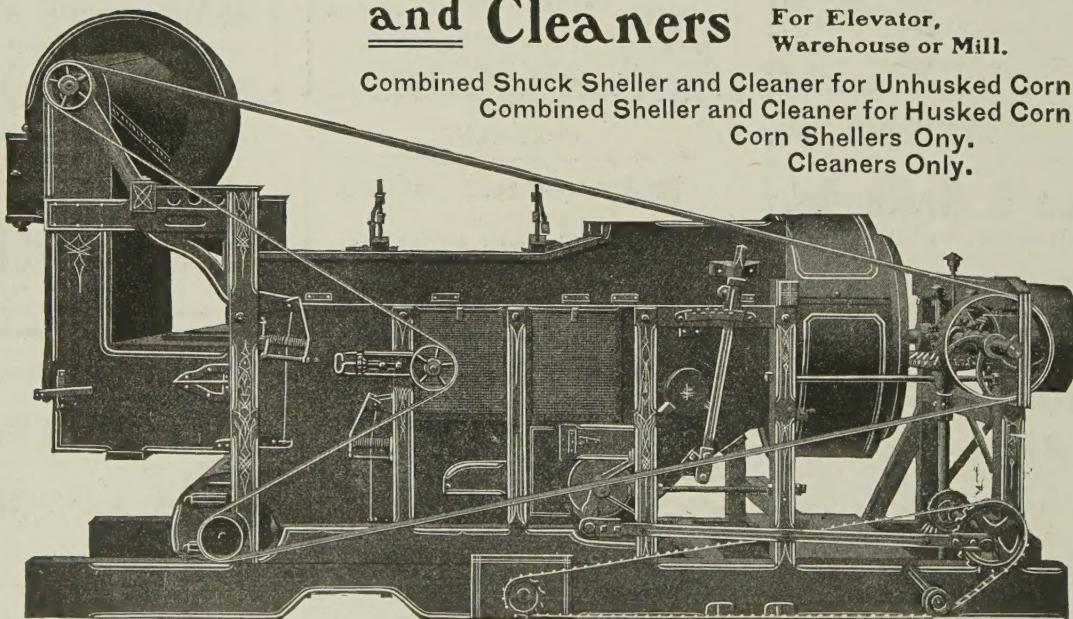
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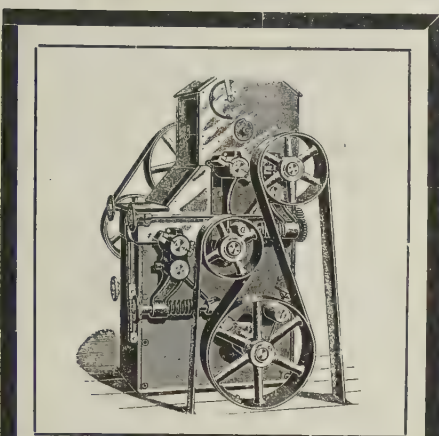
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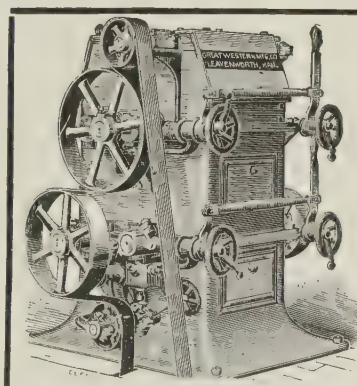
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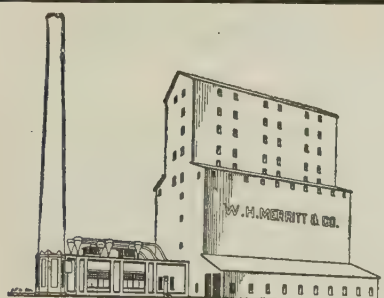
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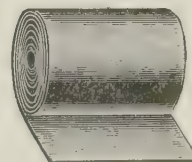
It is Guaranteed Chain
and the price is right. Send specifications
for complete elevator equipments.

B. S. CONSTANT CO., BLOOMINGTON, ILL.

BELTING

FOR
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AND
ELEVATORS
ALSO

Fire Hose,
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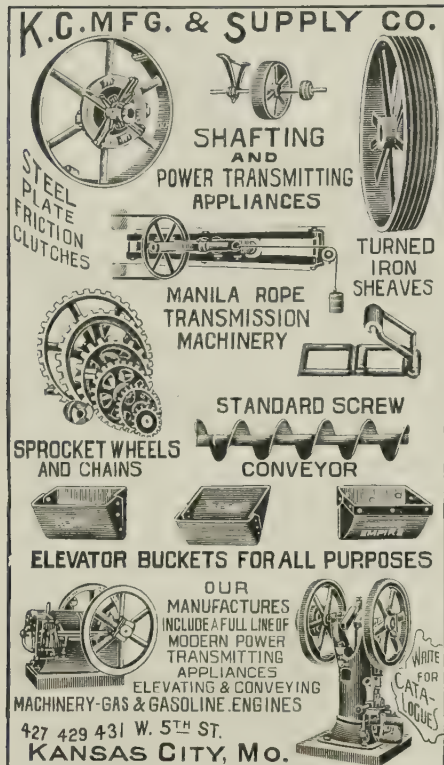
We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO.,
96-98 LAKE ST., CHICAGO.

BROWN & MILLER, Managers.

GRAIN ELEVATOR SUPPLIES.

K.C.MFG. & SUPPLY CO.



STEEL PLATE FRICTION CLUTCHES

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MANILA ROPE TRANSMISSION MACHINERY

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ELEVATOR BUCKETS FOR ALL PURPOSES

OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY-GAS & GASOLINE ENGINES

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A Full Line of ELEVATOR Machinery
In STOCK for PROMPT SHIPMENT

Power Grain Shovels, Conveyors, Rope Drives,
Steam Engines, Boilers, Pumps, Heaters

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Complete line of

ELEVATOR MACHINERY AND
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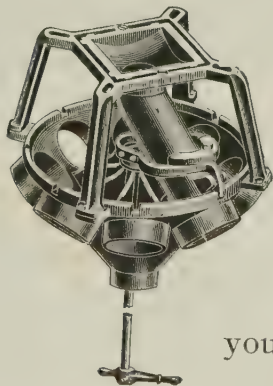
ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,
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The Leg of an Elevator

including the **receiving** and **distributing** devices connected thereto, should be the best, for efficiency and economy that can be obtained.

Any kind of power will do, if it is power enough.

Any kind of building will do, if it is rain tight and grain tight.

But when you get to handling the products you buy and pay for, you want to do it right or it soon counts against you, very rapidly.

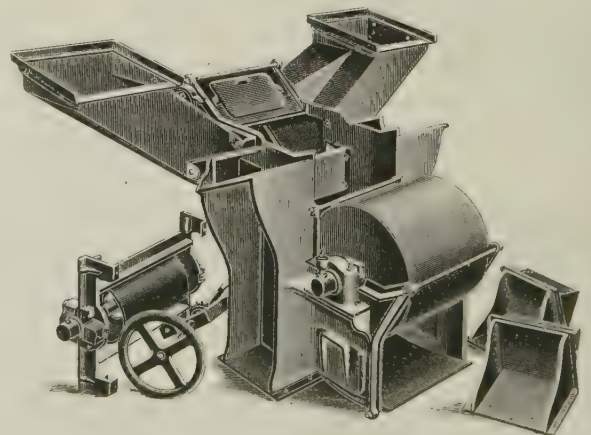
Digging out a "choked boot," repairing the mutilated cups

and belts; separating grain that gets mixed in distribution, or standing the "dockage" for it at destination, is all an actual waste of time and money. All these items, however, will encumber your business, unless you use the **Hall Receiver and Distributor**.

SEND FOR BOOKLETS

Hall Distributor Co.

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A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

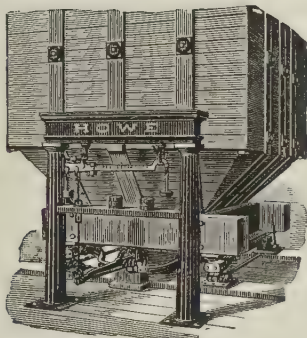
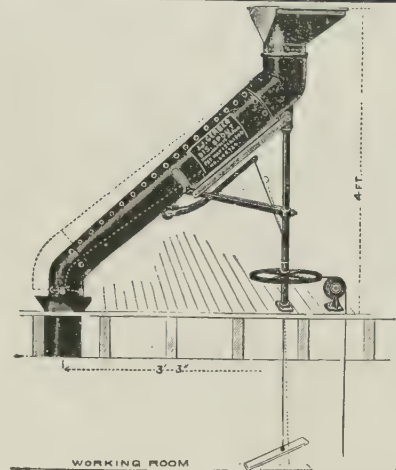
It will save you in labor all it costs in less than a month.

Send for Prices to

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"The Gerber Improved Distributing Spout is the remedy for mixing grain. Try one and be convinced that it is the best spout you can have in your elevator. Elevator spouting a specialty. Address J. J. Gerber, Minneapolis, Minn."



The Acknowledged Standard of Weights We are Sole State Agents HOWE Gasoline Engines. Sales Agents HOWE Scales. Manufacturers of Grain Elevator Machinery. LARGE stock of supplies for PROMPT shipment. **YORK FOUNDRY AND ENGINE WORKS** YORK, NEBRASKA

Remember the name....

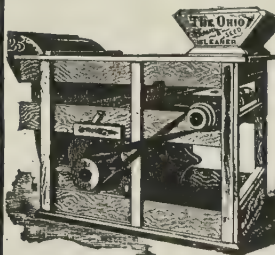
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From 50 to 1,000 Bushels per Hour Capacity.

Sold on Its MERITS.

Machines sent on 30 days' trial.

It will clean any seed or grain that grows. Get our Catalog of Hand and Power machines.

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Any Diameter. Any Number Grooves.

Large Orders and Foreign Shipments a Specialty.

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WHEN YOU WANT ANYTHING IN THE LINE OF Machinery, Belting or Supplies

It Will Pay You (and Us) to get our Prices. Good Stock, Prompt Shipments, Try Us

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in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

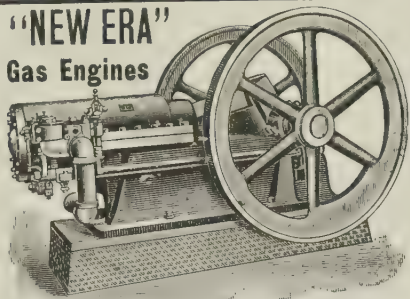
Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

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GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

POWER FOR GRAIN ELEVATORS.

'NEW ERA'
Gas Engines

For Gas or Gasoline.

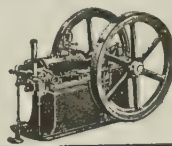
Sizes 5 to 60 H. P.

NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.**BRUNNER ELEVATOR ENGINE**

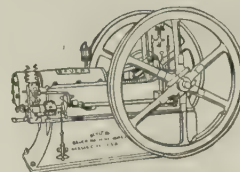
FOR GRAIN ELEVATORS

From 1 to 30 H. P.

Write for descriptive circular.

CHARLES BRUNNER, Mfr
PERU, ILL.**Do You Want**

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.00 per year.

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Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)

BAUER MACHINE WORKS CO.
KANSAS CITY, MO.**HOWE SCALES AND HOWE ENGINES**

Can you get anything better?

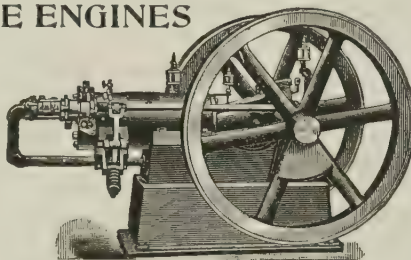
Can you get anything as good?

INVESTIGATION WILL DETERMINE.

Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.

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The Ball-Bearing Scale.

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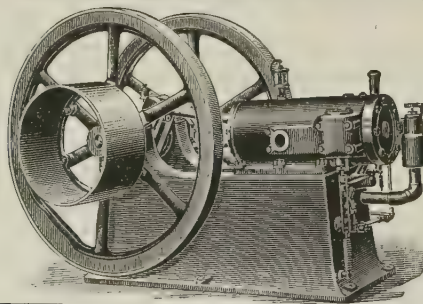
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Wagon, Dump, Hopper,
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Steel Frames.**Borden & Selleck Co., Chicago, Ill.****LENNOX GAS ENGINE**MFD. BY **LENNOX MACH. CO.**
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Burger Automatic
Gasoline Engines are Perfect

In mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

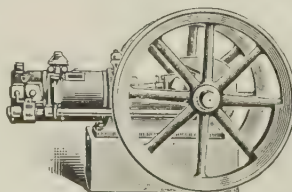
WOOLLEY FOUNDRY AND MACHINE CO.
ANDERSON, IND**THOMPSON-LEWIS GAS ENGINE**

10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.

J. THOMPSON & SONS MFG. CO.
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Most all manufacturers are honest, but lack the experience and equipment necessary to turn out a thoroughly first class engine. We are the founders of the Gas engine industry in the United States, have been building OTTO engines for 27 years, and operate the largest and most complete plant in the country devoted exclusively to the building of Gas and Gasoline engines. Which will you buy,

Otto Experience or Others' Experiments.

THE OTTO GAS ENGINE WORKS,
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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

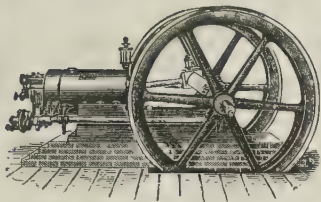
THE PRACTICAL GAS ENGINEER,
by E. W. Longanecker, M. D., Price, \$1.00.**THE GAS AND GASOLINE ENGINE,**
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For any of the above address,

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255 La Salle St. Chicago, Ill.

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Witte Gasoline Engines

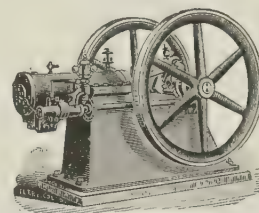


are not high priced, neither are they cheap in construction; 14 years on the market, thousands in operation, and more being sold to-day than ever, tells its own story. You cannot afford to buy without getting our prices and catalog G.

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THE COLUMBUS GAS AND GASOLINE ENGINES ARE SUPERIOR

Valves work mechanically—not by suction. No delicate parts to get out of order. Load taken up on any revolution *without* waiting to complete its cycle, insuring closest regulation of speed. Long life of batteries and electrodes. Speed changed while running. Consider these points when buying. Ask for catalogue.

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Kansas City, Mo.

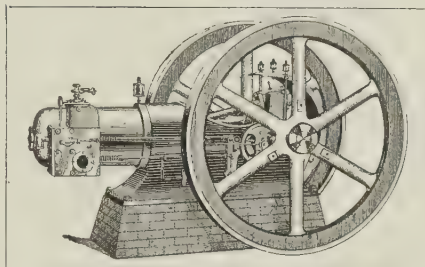
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Are adapted for use on either gas, gasoline or ordinary kerosene oil. They start as readily in cold weather as in warm and being simpler in construction are less apt to get out of order than any other.

Write for catalog and prices.

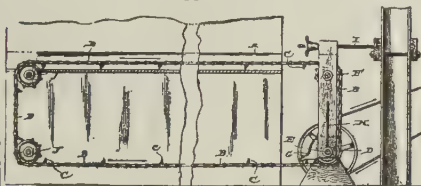
MODEL GAS ENGINE CO.,
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Marseilles Mfg. Co. Western Sales Agents,
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A. H. RICHNER GRAIN FEEDER

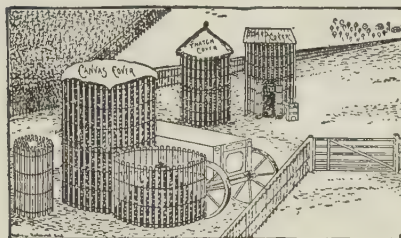
Designer and builder of Grain Elevators, Elevator and Mill Supplies of all kinds.



(Patent No. 615,748)

It will pay you to get my 1903 prices before placing your order. Address
A. H. RICHNER, CRAWFORDSVILLE, IND.

PORTABLE CORN CRIBS

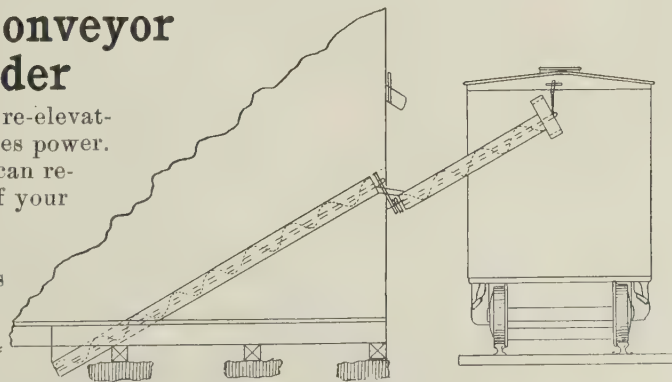


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Screw Conveyor Car Loader

does away with re-elevating grain. Saves power. By its use you can reduce the cost of your new elevator. Small elevators for loading cars direct from wagons a specialty.



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Iowa Grain & Mfg. Co., Odebolt, Iowa.

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A Manual of Practical Gas and Gasoline Engine Knowledge, Covering Errors to be Avoided in the Construction of, and How to Erect, Operate and Care for Gas and Gasoline Engines. For the Gas and Gasoline Engine Owner, Engineer or any one wishing Plain and Practical Information on this style of Motor.

By **E. W. Longenecker, M. D.**

The index is complete, occupying 15 pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

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253 LaSalle St., CHICAGO

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

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The rate for Advertisements in this department is 15 cents per line each insertion.

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MILL FOR SALE or trade, 85-bbl., located in best wheat country of Colorado. Steam and water power. Address E. A. Odiorne, Del Norte, Colorado.

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STEAM ROLLER MILL, 40 bbls. capacity with up-to-date machinery, for sale. Good building, situated in southeastern Ohio on Marietta division Pennsylvania R. R., with side track at mill door; in good wheat growing country; good custom and merchant trade. Good reasons for selling. Will sell at a bargain. Dexter City Mill Co., Dexter, Ohio.

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MILL AND ELEVATOR for sale—First class 60-bbl. flour mill and 8,000-bu. elevator, located in good lively town. Side-track to mill door; railroad within five rods of mill, which is in the heart of the best land in Michigan. Good custom trade the year round. Fuel cheap—wood and coal—within 15 miles of coal mines. Price \$7,000; half cash, balance on time to suit purchaser. Address Rothermel Bros., Akron, Mich.

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SCALES for elevators and mills; low-set prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—One good 50-ton, 34-ft. track scale. Also medium size safe. Both will be sold cheap for cash. Address O. S. Potter, Toledo, Ohio.

FAIRBANKS RAILROAD Track Scale, 60-ton, with registering beam, in good condition, for sale. D. Rothschild Grain Co., Davenport, Ia.

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SECOND-HAND 60-horse power engine and 75-horse power boiler, wanted; must be in perfect condition. Address, giving complete description and price, John H. Lynds Grain & Elevator Co., White Cloud, Kan.

ELEVATORS WANTED.

ELEVATOR WANTED, to buy or rent, in country town. Address Box 154, Lesterville, S. D.

PAYING GRAIN or lumber business wanted in exchange for Dakota land. Neri Ogden, Oskaloosa, Ia.

WANTED to buy one or more good elevators in Illinois. Address W. W., Box 8, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted to rent on a Chicago belt line. Give full particulars. Address Tenant, Box 3, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted in exchange for Illinois or Indiana lands. Have first class land. Illinois location preferred. Address J. F., Box 70, Alma, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATOR WANTED in trade for 480 acres of partly cut-over timber land near Soo R. R. in Wisconsin. Address J. C. Tanberg, Spring Valley, Wis.

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ELEVATOR in good grain section wanted, in exchange for 370 acres of improved Missouri farming land, near Salisbury. Add. Wm. Daugherty, Red Oak, Ia.

WILL PAY CASH for modern elevator in corn and oats territory. Must handle at least 250,000 bushels. Prefer station where there is no competition. Jos. A. Bridge, Attica, Ind.

WANTED TO BUY—Grain Elevator in good territory in northern Iowa or southern Minnesota. Handling not less than 100,000 bus. yearly. Address D, Box 2, care Grain Dealers Journal, Chicago, Ill.

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MISCELLANEOUS.

THE Grainman's Actuary \$1.00 postpaid. Henry Nobbe, Farmersville, Ill.

O. S. POTTER, TOLEDO, OHIO. Manufacturers' agent. Complete power plant equipment. Correspondence solicited.

INFORMATION wanted about the best machinery for cleaning barley for market. W. H. Putnam, Grain, Hay, Flour and Feed, River Falls, Wis.

HYDRAULIC Power Cider Mills. A profitable business to operate in connection with a grain mill. In a good apple country, \$1,000.00 can be earned in 60 days with an outfit costing less than \$300. We are headquarters for cider making machinery and supplies. Davis, Johnson Co., 45 S. Canal St., Chicago, Ill.

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GOOD ELEVATOR in good location for sale. W. R. Bell, Foster, Mo.

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ELEVATOR, 8,000-bu., for sale at a bargain; on P., C., & St. L. Ry. Lock Box 98, Sulphur Springs, Ind.

GRAIN ELEVATOR and hay and coal business for sale; good power; fine trade. Box 54, Scotts, Mich.

LINE OF FIVE elevators on Iowa Central R. R., near Omaha, Neb., for sale. Price \$11,000. Aaron Smick, Decatur, Ill.

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ELEVATOR for sale, 25,000 bus. capacity; in good repair; located in good town and handles lot of grain. Address Hans Lavesson, Lake Benton, Minn.

ELEVATOR, 12,000 bushels capacity, and coal trade, for sale; in northeastern Kansas. Address J. L. S., Box 3, Care Grain Dealers Journal, Chicago, Illinois.

GRAIN ELEVATOR for sale; located at Vilas, S. D.; capacity 10,000 bus.; feed mill and coal house in connection; 8-h. p. gas engine; on C. M. & St. P. Ry. E. C. Gray, Vilas, S. D.

GRAIN ELEVATOR for sale or trade for land or other good property. Price \$4,000. Want to go into other business. Address Dan, Box 11, Care Grain Dealers Journal, Chicago, Ill.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS' JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS' JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

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ELEVATOR and coal business on B. & M. Ry., for sale; steam power, hopper scales, cribs, etc. J. M. Marsh, Hebron, Neb.

FOR SALE—Best paying elevator and fruit packing and potato warehouse in a northern Michigan county seat. Lock Box 66, Hart, Mich.

NEW ELEVATOR, 80,000 bus. capacity, for sale; on Illinois Central Ry., in good grain country. Satisfactory reasons given for selling. Address F., Box 2, care Grain Dealers Journal, Chicago, Ill.

FEED MILL AND ELEVATOR combined for sale; machinery all new in February of this year. Situated in best dairy section of northern Illinois. Good reasons for selling. Inquire Y. Box 2, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

ELEVATOR and coal business for sale in southwestern Iowa; 10,000 bus. two cleaners, three dumps, hopper scale, capacity; 16-h. p. gasoline engine, sheller, feed mill; exclusive coal trade. Address G. E. W., Box 3, Care Grain Dealers

GOOD ELEVATOR for sale; feed mill, corn sheller, wood saw, coal and wood and all kinds of grain handled; at good point where crops never failed. Would sell one-half interest and give party good wages to run it. Write N. H. Dahl, Revere, Minn.

I WOULD SELL my elevator and grain business, located at Fairfax, Mo. The only elevator in town and have no shipping competition. One of the best shipping points in northwestern Missouri. Call on or address M. F. Hackett, Fairfax, Mo.

ELEVATOR AND COAL business for sale. Located in central Ohio, in the corn and oats section. Elevator 20,000 bus. capacity, gasoline power, and in first-class condition. Address F. E. M., Box 2, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 12,000 bushels capacity, for sale; situated in one of the best grain sections of Kansas. Handling from 150 to 200 thousand bushels annually. Building nearly new and one of the best elevators in the country. For particulars address Lock Box L, Marquette, Kan.

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ELEVATOR for sale, 28 by 80 feet, 40 feet to top; five dumps, sheller and cleaner, hopper scales, coal loader and steel frame Fairbanks Scales; 16-h. p. engine; hay barn 40 by 80 feet; three lots. All in good condition and good location. Price \$4,700. R. A. Horney, Millersville, Ill.

ELEVATORS FOR SALE.

TWO WELL equipped elevators in good location, western Illinois on "Q" Ry., for sale. Reason for selling, have other business. Address F. M., Box 3, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 35,000 bushels capacity, for sale; in northern Indiana. Station ships 600,000. Fine schools, two banks, excellent town to reside in. Address B. M., Box 3, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Illinois Central in northwestern Iowa, for sale; capacity 15,000 bus.; new Otto Gasoline Engine; good grain point. Good reason for selling. Address S. M. C., Box 2, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

A GOOD THING—15,000-bushel elevator at Crete, Ind.; modern plant with \$500.00 roller feed and meal outfit; gasoline engine; hopper scales. Also eight-room dwelling and orchard. Have other business. Price \$7,500.00. Tomlinson Grain & Lumber Co., Winchester, Ind.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipment; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

ELEVATOR for sale; located on C. R. I. & P. Ry., in South Dakota; splendid plant, 12,000 bus. capacity, all crib work; building five years old but always had good care, built on private ground, 140 x 200 ft., good switch; equipped with Barnard & Leas Cleaner and gasoline engine. A money making business. Address Kink, Box 11, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—1 steam elevator, 16-horse, holds 7,000 bushels; 1 steam elevator, 4-horse, holds 13,000 bushels, crib room for 9,000 bushels; 1 implement house 24 by 50; 1 sash and door house 16 by 28; 1 lumber shed 20 by 150; 1 lumber shed 16 by 64; 1 Fairbanks Team Scale; 1 three-room office. No competition, handle from 50 to 100 cars of grain a year. Crop prospects better than the average. Plant for sale at \$3,000. Stock on hand at invoice price. B. Curtis & Co., Angus, Iowa.

BRAND NEW 20,000-BU. ELEVATOR in southwestern Missouri for sale; just finished, up-to-date in every respect; doing a big business with good profit. A 25-horse power gasoline engine, one No. 6 Monitor Oat Clipper and Wheat Cleaner combined, one Acme Feed Mill, 3 sets of Monarch Scales. Fine hay crop and average wheat crop. Business established for 15 years. A snap. Price \$8,000.00. Other business to attend to. Will net the above price in one year. Good competition. Address L. P. J., Box 3, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GRAIN ELEVATOR for sale in fine grain country on line of C. G. W. R. R.; equipped with 6-h. p. gasoline engine and grain grinder. For particulars, inquire of W. E. Breaw, Esmond, Ill.

ELEVATOR and feed mill in good town for sale cheap; two railroads at mill door; 4 lots, good 8-room house and barn. Owner preparing to go to Europe. Write, John Jespersen, Wheatland, Ia.

TEN ELEVATORS for sale in Illinois, Indiana, Ohio and Iowa. Two good Illinois farms to trade for elevators. List your houses for sale. Aaron Smick, Decatur, Ill.

OUR ELEVATOR has burned, as noted elsewhere in this Journal; but we will sell the foundation, office, scales and the lots on which the house was built at a bargain. No competition; fine farming community. Unless sold soon we will rebuild. Smith & Lewis, Keota, Ia.

ELEVATOR on T. P. & W. R. R. for sale; capacity, 40,000 bushels; built two years ago. Everything the newest and best; Fairbanks Scales; new safe; large office room; hopper scale in elevator. Very good grain point. For further particulars write Hutchinson & Hitchcock, Rooms 5 & 7 Hamlin Bldg., Peoria, Ill.

MINNESOTA elevator on the C. G. W. R. R., new, 22,000 bus. capacity, cribbed, on stone foundation, for \$3,500 cash. Good barley station; other elevator at station no good. House can not be built for price asked. Dump and hopper scale, 5-h. p. Otto Gasoline Engine in stone engine house. Address B. Scott, Box 2, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H, Box 11, Care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in Ohio for sale, 15,000 bus. capacity, up-to-date; 8-room house; one acre ground. In fine farming country. Handles 125,000 bus. grain per year. Cash sales on flour, feed, coal and implements \$45,000 per year. A great money maker. In live town; two banks, high school, 5 churches, electrical street car line, beautiful place to live. Here is a snap for the right man. Address Box 358, New Carlisle, Ohio.

EXECUTOR'S SALE—Grain elevator and warehouse at Allegan, Mich. The E. T. Cruse Elevator and Warehouse will be sold at public sale, under license of the Probate Court, about the 24th day of August next. The elevator has capacity for 25,000 bushels of grain, and is in good condition. It is connected by side-track with the L. S. & M. S.; D., T. & M. and Pere Marquette railroads. The power consists of a twenty-horsepower Edison Motor, 500 volts, complete with starting box, sliding base, frame and pulley. Horace H. Pope, Executor Estate of E. T. Cruse, Allegan, Mich.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

ENGINE AND BOILER, 15-h. p., for sale; in good condition. Will sell cheap. N. Salisbury, Hiawatha, Kan.

GASOLINE ENGINE for sale; 3½-h. p. Dempster, good as new. Address Wm. Townsend, Barneston, Neb.

GASOLINE ENGINE for sale, 20-h. p., good condition; reasonable price. Address Thos. B. Carson, Davenport, Iowa.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Refiner Elevator Works, Kansas City, Mo.

GASOLINE engines for sale: 14x16-h. p. Dayton; 16-h. p. Case; 10 5-h. p. Otto Engines. Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

TWO STEAM ENGINES for sale. One a 40-h. p. boiler and the other 30-h. p., with 18 and 24-h. p. engines. Both in good order. E. M. Wayne, Delavan, Ill.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

ONE 16x24 ATLAS Automatic Engine for sale; also two 60x14 boilers with 56 3½-inch tubes. Full square fronts and all fittings. Address O. S. Potter, Toledo, Ohio.

ENGINES for sale—One 30-h. p. Webster; one 25-h. p. Fairbanks-Morse; one 14-h. p. Otto; one 9-h. p. Otto; one 6-h. p. Fairbanks; one 22-h. p. Foos. A. H. McDonald, 36 W. Randolph St., Chicago.

STATIONARY ENGINE, steam, 10-h. p., for sale; one 30-h. p. tubular boiler with full arch front; heater; cold and hot water pumps, and other attachments. R. H. Watson, Old Fort, O.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

GASOLINE ENGINES for sale. One 2½, 8, 25-h. p. Fairbanks Gasoline Engine; one 6, 10, 35-h. p. Otto Gasoline Engine; one 15-h. p. Lambert Gasoline Engine; one 60-h. p. New Era Gasoline Engine; one 68-h. p. Foos Gasoline Engine. Guaranteed to be in perfect working order. J. Montgomery Johnston, 22 South Canal St., Chicago, Ill.

ENGINES for sale—26-h. p. Rice Automatic; 10-h. p. N. Y. Safety Automatic; 15-h. p. Westinghouse Automatic; 20-h. p. Atlas Plain Slide Valve Engine; 15-h. p. Meteor Plain Slide Valve Engine; 8-h. p. Cambridgeport Plain Slide Valve Engine; steam engines and boilers from 2 to 50-h. p.; gasoline engines; steam pumps, single and duplex, for boiler feed; fire pumps; belting, pulleys, shafting and everything in machinery. Our prices are the lowest. J. U. Durant & Son, Sparta, Wis.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

VERTICAL GAS or Gasoline Engine, 17-h. p., for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

GASOLINE AND STEAM engines for sale. A specialty of complete power plants. Wallace Machinery Co., Champaign, Ill.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

STEAM ENGINE, 12-h. p., and 25-h. p. boiler for sale; all in first class order; 22-ft. smoke stack; been run six months. O. M. Kelly, Dana, Ill.

KEROSENE OIL ENGINES for all power purposes; simple, safe, reliable. Send for catalog. Int'l Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

A 12-H. P. LEWIS GASOLINE ENGINE for sale cheap; in perfect condition; practically new. Reason for selling, I want to put in electric power. N. F. Tilden, York, Neb.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

GAS AND GASOLINE engines at special prices to introduce direct to customer; no agents wanted; highest award this country and Europe. Lazier Gas Engine Co., 520 Ellicott Square, Buffalo, N. Y.

WE ARE closing out our entire gasoline engine stock at one-half the original cost. Following partial list of what we have in stock: 30-h. p. W. & M.; 15-h. p. Cornell; 10-h. p. Otto; 8-h. p. Webster; 5-h. p. Chicago; 3-h. p. Holliday. Price Machinery Company, 162 W. Lake St., Chicago, Ill.

WE HAVE THE FOLLOWING GASOLINE ENGINES FOR SALE; AS GOOD AS NEW:

1 6-h. p. Pierce Gasoline Engine, complete, in first class condition; guaranteed to be the same as new, \$150.00.

1 6-h. p. Jefferson Engine, used less than sixty days by Mr. Cadwell, of Malvern, Iowa; fully guaranteed; will sell for \$200.00.

1 5-h. p. Lambert Horizontal Engine with electric spark; all complete; used about sixty days; taken in exchange for larger engine, \$125.00.

1 4-h. p. Lambert Horizontal Engine in first class shape, \$100.00.

1 3-h. p. Fairbanks Vertical Engine with electric spark and torch, in first class shape, \$100.00.

1 1½-h. p. Webster Engine, complete, \$65.00.

1 1½-h. p. Wabash Engine, new, with electric spark, \$65.00.

WE ALSO HAVE several refitted Fairbanks Hopper and Stock Scales which are as good as the day they left the shop; they will cost but half what new scales will, and are just as accurate. ALAN P. ELY & CO., Omaha, Neb.

MACHINES FOR SALE.

PORTABLE DUMP, White Patent, in good condition, for sale. Woodbury & Files, Muncie, Ind.

WESTERN ROLLING Screen Cleaner, No. 0, in good shape, for sale. McCray, Morrison & Co., Remington, Ind.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

BARLEY SEPARATORS, Printz & Rau make, one No. 1½ and one No. 2½, for sale. D. Rothschild Grain Co., Davenport, Ia.

COMPLETE EQUIPMENT for 50-bbl. mill for sale; cost over \$4,000; will sell for \$1,800. Address O. S. Potter, Toledo, O.

THREE SEPARATORS, Barnard & Leas Dustless, 1882 pattern, for sale cheap. Want to make room for larger capacity separators. Address J. F. Harris & Co., Burlington, Iowa.

CORNWALL CORN Cleaner, No. 2, for sale; used only a few months; just as good as new in every respect; has been replaced by larger machine. Address Railsback Bros., Ashland, Neb.

ONE OHIO Grain and Seed Cleaner, number 26, for sale. Cost \$100.00 new, has been used one season; will sell for \$40.00. See description of mill in Grain Dealers Journal. S. E. Wainwright, Lenox, Ia.

TWO PIONEER PORTABLE Wagon Dumps and elevators for sale. Just the thing for small stations for dumping and loading grain into cars, bins or cribs. As good as new. Price \$75.00 each. Address J. W. Smith, Lamoni, Iowa.

NEW PROCESS No. 3 Combined Sheller and Cleaner with shuck fan, for sale; in first-class shape. Reason for selling, could not use combine sheller on account of arrangement of my newly built elevator. Price \$115.00, f. o. b. Address Box 285, Wolcott, Ind.

FOR SALE—One 60-ton Howe Track Scale; one Barnard & Leas Barley Clipper, Smutter and Separator, adjustable, No. 4; one Barnard & Leas Oat Cleaner and Clipper, adjustable, No. 4; one E. H. Pease Car Puller, hauls 20 loaded cars; one 20-h. p. Lennox Boiler and 18-h. p. Frost Engine. All in good repair. Bed rock prices made on above. Address T. A. G., Box 3, Care Grain Dealers Journal, Chicago, Ill.

GRAIN AND SEED FOR SALE.

FOR SALE—A choice lot of Rudy Seed Wheat. Address Murphy & Ryburn, Glenwood, Ind.

WHITE WHEAT AND ALFALFA SEED. When needing white wheat or Utah Alfalfa seed, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED FOR SALE—Whippoorwill and Beach Cow Peas and German Millet in limited quantities. Write for prices. Louisville Seed Co., Louisville, Ky.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

POSITION WANTED by competent and experienced grain man, as manager or buyer for grain elevator; experienced in office work. References. Address F. C., Box 12, Care Grain Dealers Journal, Chicago, Ill.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

EXPERIENCED GRAIN MAN wishes position of manager of country elevator. Best of references. Address Iowa, Box 1, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted in elevator as buyer and elevator man. Have had three years' experience. Can give best of references. Married. Address Ray, Box 3, Care Grain Dealers Journal, Chicago, Ill.

A MAN with 25 years experience in the grain bus. in Kans. and understanding coal and lumber bus. desires to quit the road and secure a position at some country station where he can do the buying, selling and office work. Only reason for changing is to get off the road and live at home. Can furnish best of references and bond. Address Traveler, No. 5 Atwood Flats, Hutchinson, Kan.

A MAN of good habits—a worker—with a good future and consignment trade in the state of Iowa, wishes to make connection with a first-class grain commission firm, where his trade will be cared for and hard work appreciated. Apply I. A., Box 1, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with reliable firm for year 1903, as buyer and solicitor of grain in Indiana and Illinois. Am well acquainted in both sections. Have had years of experience. Am sober and reliable. Can give best of references from present employers. Bought 800,000 bus. for the Southeast since January, 1903. Address B. B., Box 2, Care Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

GOOD, RELIABLE and EXPERIENCED man wanted to take charge of farmers' elevator. State salary desired. Address C. R. Lownes, Adair, Ill.

GOOD MAN wanted to take charge of outside office of Board of Trade private wire house. Address Private, Box 3, Care Grain Dealers Journal, Chicago, Ill.

ASSISTANT SUPERINTENDENT wanted in large grain elevator at Chicago. One familiar with oats and barley preferred. State salary expected. References required. Good pay to right party. Address Superintendent, Box 3, Care Grain Dealers Journal, Chicago, Illinois.

PARTNERS WANTED.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS FOR SALE.

LUMBER AND COAL business for sale in good prosperous little town. Sales average about \$12,000 to \$15,000 yearly. La Rose Grain Co., La Rose, Ill.

CHEAP FOR CASH—Lots 3 and 4, block 5, Holway & Taylor's Adn. to Minneapolis. Address Yale Realty Co., Bank of Commerce Bldg., Minneapolis, Minn.

FEED STORE and meat market for sale; about 100 ft. from post office; doing daily business of about \$125.00. Address Mont, Box 12, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Flour, feed, coal and custom grinding plant at Crystal Lake, Ill. Best location in heart of dairy country; growing, healthy place; everything in best of shape. Good reasons for selling. Address C. L. Teckler, Crystal Lake, Ill.

FOR SALE, CHEAP FOR CASH.—A lot of shafting, pulleys, gearing; No. 0 Howes Smut Machine; 1 sand stone and 2 French buhr, upper runner choppers. All in good condition; reason for selling, going out of business. B. F. Hoffman, Bainbridge, Lancaster Co., Pa.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9 x 18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

THE AKRON IMPROVED GRAIN TESTER. Warranted to be true to the U. S. Standard Winchester Bushel. Price: One Pint, \$6.00; One Quart, \$6.75; Two Quarts, \$7.25; cash with order or sent on approval. Guaranteed to be the best, strongest and neatest grain tester ever made. Money refunded if not satisfactory. Second-hand machinery a specialty. Descriptive circulars on application. A. S. Garman & Sons, Akron, Ohio.

GRAIN WANTED.

WANTED—Two cars of White Rice, Shelled Popcorn. Send sample and quote. W. H. Small & Co., Evansville, Ind.

SUNFLOWER, HEMP, MILLET and KAFFIR CORN SEED wanted. Send samples and quote prices. Peru Elevator Co., Peru, Ill.



**Help!
HELP!
HELP!**

If you want help that has had experience in the grain business, want to find some one who wants such help, or if you want a partner to help you, make your want known to the trade through the "Wanted" columns of the Grain Dealers Journal, Chicago. It is the grain trade's accepted medium for "Wanted" and "For Sale" ads.

GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.


190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....



**PERFORATED METAL
FOR
GRAIN CLEANERS**

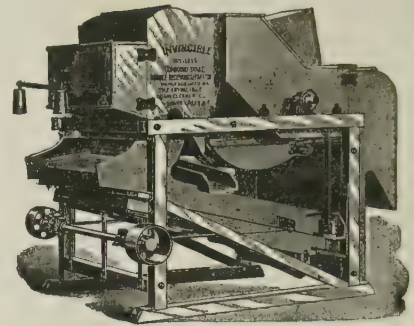
THE ROBERT ATCHISON PERFORATED METAL CO.
303-305 DEARBORN ST. CHICAGO, ILL.



COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " - - 1.50
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
153 Paris St., South Bend, Ind.

INVINCIBLE

Compound-Shake Dustless, Double
RECEIVING SEPARATOR
(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

Invincible Grain Cleaner Company

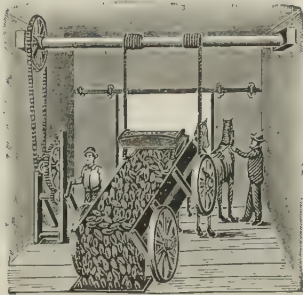
Invincible Works,

SILVER CREEK. - - - N. Y.

REPRESENTED BY

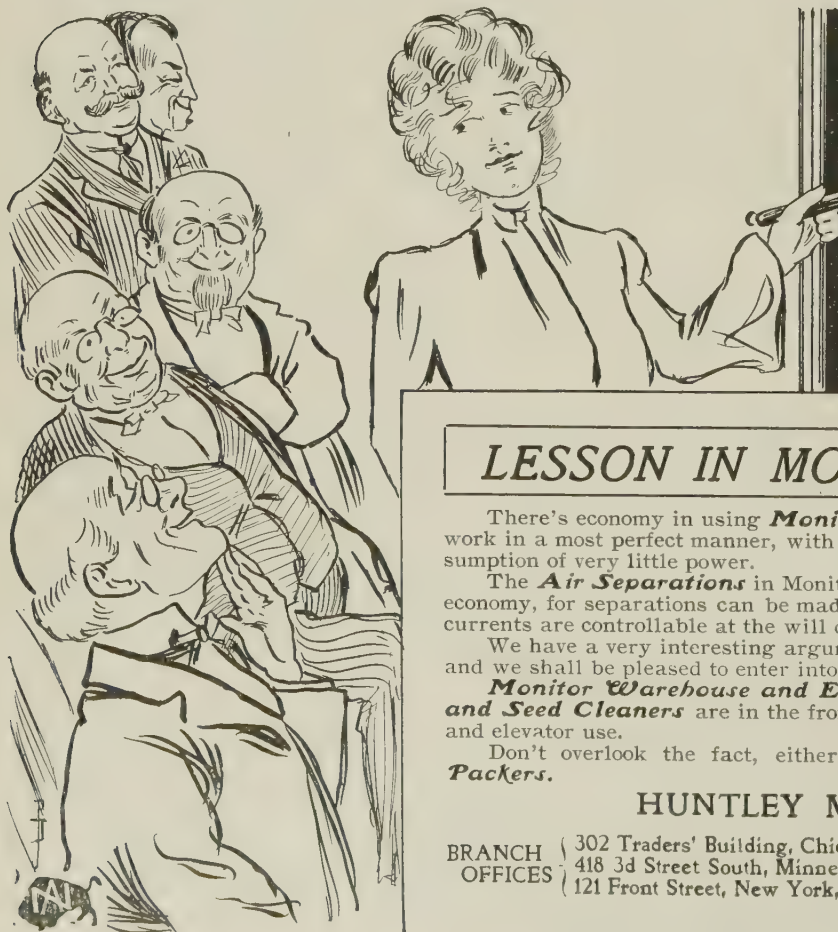
W. J. Scott, 94 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balchorne Block, Indianapolis, Ind.

PHILIP SMITH, SIDNEY, OHIO.



Smith's Improved Overhead Dump

Chain Drag Feeder, "Ohio" Sheller,
Marquis Ear Corn Feeder,
Improved Elevator Head and Self Cleaning Boot,
Saw Dust, Tupper and Straight Bar Furnace Grates.



THE MONITOR SCHOOL

LESSON IN MONITOR ECONOMY

There's economy in using **Monitor Machines**, for the reason they do their work in a most perfect manner, with little loss of good grain, and with the consumption of very little power.

The **Air Separations** in Monitor Machines have a direct bearing on their economy, for separations can be made as close and fine as desired, as these air currents are controllable at the will of the operator.

We have a very interesting argument to give you in **Monitor Economy**, and we shall be pleased to enter into it in detail by correspondence.

Monitor Warehouse and Elevator Separators, Smutters, Flax and Seed Cleaners are in the front row of cleaning machinery for warehouse and elevator use.

Don't overlook the fact, either, that we are making a superior line of **Packers**.

HUNTLEY MFG. CO., Silver Creek, N. Y.

BRANCH 302 Traders' Building, Chicago, F. M. Smith, Manager
OFFICES 418 3d Street South, Minneapolis, A. F. Shuler, Manager
121 Front Street, New York, J. W. Perrine, Manager



GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
CHICAGO, ILL.

CHARLES S. CLARK, Manager.

Subscription Rates

if paid in advance One Dollar per year; Sixty Cents for six months; if not paid in advance, \$1.50 per year. Single copies ten cents.

To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year in advance; to Chicago outside carrier limits, \$1.50.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

"Wanted" and "For Sale" advertisements under the head of Grain Dealers Exchange cost 15 cents per line, each insertion.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., AUG. 10, 1903.

WHEAT MIXERS have prospects of a profitable season.

SOUTHEASTERN BUSINESS has not yet been reduced to a cash basis, but the Grain Shippers Club is still at work.

SAWDUST promises to displace corn, and in fact all grain, in the manufacture of alcohol. Sawdust may be used to displace corn in the distilleries but it will not do as feed.

LIGHTNING, according to reports published in our news columns, has recently caused many fires in grain elevators and no doubt many more will be attributed to the same cause before the summer season is over.

FARMERS elevator companies of Minnesota have organized a union of elevators and propose to establish terminal facilities. The Scandinavian Eltr. Co. did business along the same lines, but it hardly lasted over night.

"REASONABLY DRY" or "Reasonably Clean" are terms that permit of many different stages of cleanness or dryness. No two men, be they buyer and seller, are ever likely to agree as to what is meant by "Reasonably." Such indefiniteness should be relegated to the past.

DEALERS who are looking for the grain man's millenium should read "Letters from Dealers," this number, then join their local asso., get next to their competitors, be friendly, sociable and peaceable

and put more into the lives of their fellow dealers and get more out of life.

MINNEAPOLIS has an active committee on arrangements working on plans for the entertainment of the visiting grain dealers at the annual meeting of the National Asso. in that city Oct. 6th, 7th and 8th. Now is the time to begin making your arrangements to attend the meeting.

ACCORDING to reports from Kansas, the Sunflower State has a large crop of wheat, and Kansas has not a large crop of wheat; but the reports of an enormous crop of wheat are in the large majority, so we are disposed to feel there will be no calamity in the wheat district of Kansas this year.

BLIND POOLS seem to be in much disrepute with the regular trade and under the rules of the Chicago Board of Trade those who indulge in this form of speculation are subject to discipline. The general impression prevailing in St. Louis is that the people who contribute to such games are blind phools.

FARMERS ELEVATORS do not seem to be remarkably successful in Minnesota. Nearly every number some calamity is reported in our Minnesota column. In this number one is reported to have been sold by the sheriff and another one has been closed, simply because it was run at a loss of \$602 last season.

SPONTANEOUS COMBUSTION in slack coal and in oily rags is responsible for a large percentage of the fires whose cause is unknown. It is also KNOWN to be the cause of many fires. One of this character recently occurred at Cedar Rapids, Ia., reported in our Iowa column this number. The plant was not destroyed, but that is as much of an accident as was the starting of the fire.

NORTH DAKOTA grain dealers have followed the lead of the dealers of other states and organized a state asso. It is to be hoped that it will also profit by the experience of the older organizations and pay its secretary a sufficient salary to warrant him in devoting his entire time to the business of the organization. A business which is worth attending to at all requires the entire time of any man, and in order to make the organization worthy of success, at least one man must give his time and best thought to the work.

"LOSS \$8,000; NO INSURANCE" tells the sad tale of a fire recently suffered by a grain dealer who had just commenced to receive a new crop. Fire insurance is offered at cost by so many strong and responsible mutual companies that it seems inexcusable for any grain dealer to take such chances. Adjusters for the mutuals do not strive to beat the insured out of what he is justly entitled to receive under his policy, hence no longer is there any excuse on this ground for a man not carrying insurance.

A MICHIGAN MAN who seems to have shipped a car of hay several seasons ago has recalled his experience to mind with grief, and recently has sought to balance the account by denouncing the commission men and calling them "skins." It is very evident that the would-be shipper does not know how to conduct the business. The skinning period of the business has long since passed. Those who are disposed to do business honestly and honorably can, by joining their Asso., secure fair treatment in any market.

CORN CRIBS have not been overloaded in many sections during the past two seasons, but this season some sections will have full crops while others will be short, and the demand for temporary and portable cribs by farmers and dealers no doubt will be good. The price is likely to be higher this year than for several years past, hence it behooves those who do store corn to take better care of it than has been the practice heretofore. Classification when storing as well as when shelling will insure better prices and larger returns.

CAR SEALS used on grain cars have not received that attention from the railroads or the inventors which their importance seems to merit. In "Late Patents," this number, is given an illustrated description of a new seal and others, no doubt, will soon be reported as the railroads are just beginning to recognize the futility of seeking to protect property with seals which are issued in duplicate. Some railroad companies are now using seals numbered serially, so that by keeping a record of the seals they can readily detect robbing of cars.

GAMBLING is what the speculator does when he buys options and loses. When he wins it is pure speculation, because he will then claim that he bot with the expectation of receiving delivery of the goods bot, and of course will expect the seller to deliver. This point has been emphasized and made clear nearly every month for the last five years, yet some grain dealers when they lose in their option trade, claim, as a defense for non-payment, that it is a pure gambling transaction. The last decision along this line was recently given out by a federal court at Boston, rendering a judgment in favor of a Chicago commission house against F. R. Rowell, a grain dealer of Newport, N. H. He put up that old, time-worn defence that he was gambling on the market and never expected delivery. The man who buys on the quotations which are likely to be posted in a bucket-shop is truly a gambler, but he who buys and sells for future delivery on a regular organized exchange, is a speculator in every sense of the word, because the rules of every Exchange provide for delivery of the actual grain. Such a weak defense by any

grain dealer, who ever reads, is idiotic. He merely wastes his time and his money in presenting such a defence. It would be far cheaper and more reasonable to pay his loss and kick out the shyster lawyer who eggs him on to a contest which must surely bring defeat.

INTERURBAN ELECTRIC railways which are being built with remarkable rapidity in all sections of the country, are now beginning to transport grain to market in bags. Such a change in the marketing of grain is very likely to increase the grain business at the terminals of the interurban lines and decrease it at stations whose tributary territory is penetrated by electric lines. The new factor is one which will affect not only the grain dealer, but the steam railway lines as well. Dealers who study the rate sheets of nearly steam railway lines may oft times ignore their own line and its unreasonable rates.

THE GRAIN SHIPPERS PROTECTIVE ASSO., of Chicago, is doing most excellent work in the way of inducing railroad companies to guard more vigilantly cars laden with grain, and in prosecuting thieves caught in stealing grain from cars. Remarkable as it may seem, one grain thief is now languishing in the Bridewell as the result of a \$50 fine for stealing grain. Such action is almost without precedent and it is sincerely to be hoped that other judges will hereafter be more generous in the amount of fines levied upon the prisoners known to be guilty. It will surely have a gratifying effect upon grain thieves.

GRAIN BUYERS will be pleased to know that W. H. Olin, Asst. Professor of farm crops at the Iowa Agricultural College, will devote some time of the term given to farmers classes, to instruction in the scientific grading of grain. It seems likely that experts from the Department of Agriculture at Washington will assist in this instruction. If farmers are to be given such instruction, then grain dealers will be the first to need similar instruction. The work of the Agricultural Department along these lines is very likely to be presented in detail to those dealers who attend the annual meeting of the Grain Dealers National Asso. next October. The old plan of grading by guess is doomed.

KANSAS CITY commission men have gone after the Santa Fe railroad with a long pike. It seems that it issued an order forbidding its conductors to handle any grain cars except they be consigned to Richardson & Co., or the Rex Mills. Grain for the two favorites was rushed thru while all other grain was delayed along the way. Hence receivers have been kept busy explaining to shippers why they do not send account of sales. If in the meantime the market has gone against the shippers they can easily show that they

have been damaged by the delay and collect the amount of their losses from the railroad. Suits for losses will quickly place an effective check on similar discrimination.

DEAR little boys, so good at heart, that it was wrong to keep them in the Pontiac Reformatory were paroled by the chicken-hearted old women in charge. To celebrate properly their freedom they began stealing from cars of the Illinois Central Railroad at Chicago. Being apprehended by watchmen, these wayward youths, misguided by the aforesaid old women, who believe that stealing is only a playful prank of childhood, shot two and killed one watchman. As soon as they are captured, the judges who believe in discouraging criminals by leniency and tender consideration will have an opportunity to parole them, so they can steal more property entrusted to the railroads and shoot more watchmen.

THE firm which solicits shipments of grain from growers, thereby seeking to satisfy its spite against the regular operators of country elevators, cannot expect the business of those whose business it seeks to undermine; yet those who solicit shipments of this class are deeply grieved when the elevator operators, out of self-defense, refuse to give them business. Late advices from Little Falls, Minn., are to the effect that "Edwards, Wood & Co. have arranged to buy all kinds of grain in carload lots from any station in the country." At one time this same firm was a member of the Chicago Board of Trade and of the Grain Dealers National Asso., but for reasons which have been published it is no longer identified with the Exchange.

IN our Canadian column this number is reported a case unusually interesting to every regular grain dealer, because the court sustains the right of grain dealers to refrain from doing business with another, either individually or in combination. The defendants did not deny, refusing to do business with the plaintiff, altho they were advertising for grain shipments on commission. No country has a law requiring a private firm to do business with another, whether it so desires or not, however some receivers seem to feel that they would be liable for damages due to loss sustained by irregular shippers from decline in market or by demurrage. The decision is so in keeping with the common law that it would no doubt be sustained were it appealed to a U. S. Court. The argument of the judge, which is quoted in this number, merits careful reading by all dealers.

A CAR FAMINE is already threatening to tie up the grain business. It seems remarkable that the would-be grain shippers of this country who, year after year, suffer innumerable losses by reason of

their inability to fulfill their contracts, within a reasonable time and by reason of their grain spoiling while in transit an unreasonable time, should tolerate a continuation of the persistent interference with their business by the so-called transportation companies. Better facilities and methods for transporting grain from one section to another is absolutely necessary, if the dealers of today are to continue in business. If they be willing to sacrifice their capital and time to a vain effort to overcome the present inferior facilities provided by the transportation companies, they must expect soon to fail and be succeeded by a race of grain dealers, who will insist upon having what they pay for and what is essential to the success of the grain business.

GRADING GRAIN by reliable methods which reduces the work to mechanical exactness seems nearer today than for many years past. The Department of Agriculture has had experts at work during the last two years investigating grading by guess in the different markets of the country, and has issued a comprehensive pamphlet entitled "Commercial Grading of Corn." Recently Carl S. Scofield, of the Department, has visited several of the markets, exhibiting the apparatus and its work, with the result that the Buffalo Board of Trade has voted money to install a moisture-testing plant for the benefit of its inspection department. Other grain inspection departments, no doubt, will soon follow suit, as with the moisture-testing apparatus it is comparatively an easy matter to determine the exact percentage of moisture contained in a sample of grain. No longer is this point left to the varying judgment of the inspectors. When the various departments are equipped to determine accurately the percentage of moisture in any sample of grain, it will be practical to make the wording of the rules governing the grading of grain specific as to the amount of moisture permissible in the different grades. With rules specifying that No. 2 corn must not contain over 13 per cent moisture it will be easy for buyers and sellers of grain to determine whether or not the inspectors are giving the grain the grade to which it is entitled, and the appeals committee will no longer be prompted by loyalty to the department to sustain the guess of the inspectors, but will be forced by their conscience and sense of fairness to determine the amount of moisture before passing upon the appeals. The Department of Agriculture is not interested in getting control of the grading of grain, but rather seeks to induce the different grain inspection departments to reduce their work to an exact science. Then will foreign and domestic buyers be able to get exactly what they want and are willing to pay for. The bulletin describing Mr. Scofield's work is partially reproduced in this number and merits care-

ful reading by every dealer interested in the grain business. The old-time system of grading grain by guess is too uncertain, too unreliable, to merit a place in modern business. The inspectors have always admitted that their work had not been reduced to an exact science and little effort has been made to attain this end. Much work has been done in an attempt to secure uniformity of rules, but every one recognizes that uniformity of guesses are out of the question. Even the terms used in describing the different grades are indefinite. "Reasonably Dry" and "Reasonably Clean," "Plump," "Bright" and "Sufficiently Sound" are all indefinite and admit of various stages. No two inspectors can be found who will interpret the same rules the same way. The amount of capital invested in the business warrants the dealers in demanding more reliable service. As long as they are willing to tolerate the old grading of grain by guess, the inspectors will continue their work in the old-time way.

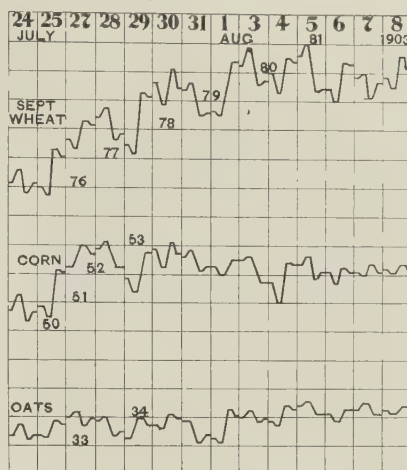
THE SHIPPER who owned grain in car No. 22170, N. Y. C. & St. L., March 31st, will not experience much difficulty in collecting for his shortage, as it is a matter of record in a Chicago Justice Court that the thieves admitted stealing the grain. A full report is given elsewhere in this number. If it was your grain, present a bill for the actual loss to the Nickel Plate and you will not experience much difficulty in collecting. It seems that the special officers of the Nickel Plate are not overly anxious about the interests of shippers, or at least they are willing to encourage stealing by withdrawing prosecutions when they have a sure case against the culprits. Such action on the part of Nickel Plate special agents would warrant a judge giving a decision to any shipper for full amount of loss claimed by stealing from car.

HOGS grow fat in East St. Louis on the grain of country shippers, according to Secy. Wells, whose paper is published elsewhere in this number. He has recently devoted considerable time to studying the ways and means of weighing and transferring grain in East St. Louis and finds it anything but satisfactory. The weighing system of St. Louis has never been all that was desired by the shippers of grain to that market, but it is improving and if the Assos. and receivers of that market have their way more improvement will be effected during the next few months than has been effected the past five years, during which the agitation for better weighing facilities and a disinterested Weighing Bureau has been kept up.

THE meeting of farmers and grain dealers at Sioux City seems to have been a satisfactory and pleasing meeting to both, but the agitators, who work their jaws and the local press, seem to have been much grieved over the success of the meeting. When newspapers cease to lend their aid to every move which is any way tinged with sensationalism, then will the people commence to give more credit to what they do publish.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to Aug. 10 are given on the chart herewith.



Asked-- Answered

TO FIND HORSE POWER?

Grain Dealers Journal: Will some reader of the Journal please state in its columns how to find the power of a gasoline and a steam engine?—Gerhard Doepke, Wanda, Minn.

ADDRESS OF MANUFACTURER OF PNEUMATIC ELEVATORS WANTED.

Grain Dealers Journal: We would like to know something about the method of unloading or handling grain by suction. Will some one please give us the names of any firms who are acquainted with the method and handle the equipment?—East Grand Forks Transportation Co., East Grand Forks, Minn.

Letters From Dealers

A FRIENDLY COMPETITOR.

Grain Dealers Journal: As a result of the beneficent effects of the good work being done by the Grain Dealers Asso. it might not be improper to say, that in traveling about the country, inspecting the grain and work generally at one of my country elevators, I was cordially invited by my competitor to stop with him, at his beautiful home, there being not very good hotel accommodations in the place. His invitation was so cordial and sincere that I gladly accepted, and remained as the guest of himself and wife over Sunday.

When grain men who often have sharp and pointed differences reach the point that my friendly competitor did and treat each other as cordially and warmly as I was entertained, we may come to the conclusion that grain men are not the worst kind of fiends, after all.

I mention this incident, as it is unusual with almost any kind of a competitor.

Let others do likewise, and the grain man's millennium may not be as far distant as we naturally suppose.—Yours truly, R. G. Risser, Kankakee, Ill.

Government Crop Report.

The Aug. 10 report of the statistician of the Department of Agriculture shows a reduction in the condition of spring wheat on Aug. 1 to 77.1; against 82.5 a month ago, 89.7 a year ago, and a 10-year average of 80.2.

Winter wheat in the 12 leading states shows an estimated average yield of 12.4 bus; compared with 13.8 bus. last year.

Corn showed a condition of 78.7 Aug. 1; against 97.4 July 1, and a 10-year average of 84.4.

Oats went back during the month from 84.3 to 79.5, and is now below the 10-year average of 82.6. Farmers have 7.4 per cent of last year's crop compared with 4.2 per cent on hand a year ago.

The average condition of barley is 83.4; against 86.8 one month ago, and a 10-year average of 83.4.

The average condition of spring rye is 87.2 compared with 88.3 one month ago, and a 10-year average of 85.3.

The acreage of buckwheat is less than that of last year by about 500 acres, or .01 per cent. The condition of buckwheat is 93.9, compared with 91.4 on Aug. 1, 1902, and a 10-year average of 89.8.

The average condition of flaxseed on Aug. 1 was 80.3, compared with 86.2 one month ago.

The condition of rice on Aug. 1 was 92.0, compared with 93.5 one month ago.

Michigan Crop Report.

Fred M. Warner, Secy. of State of Michigan, in his report issued to-day estimates the average yield of wheat at 15 bus. per acre, against 17 a year ago. The total number of bushels of wheat reported marketed by farmers in July at the flouring mills is 140,970, and at the elevators 80,918, or a total of 221,888 bushels. The total number of bushels of wheat reported marketed in the twelve months August-July, is 4,042,558, which is 734,921 bushels more than reported marketed in the same months last year. At 51 elevators and mills from which reports have been received, there was no wheat marketed in July.

CORN.—The condition of corn improved somewhat during July. If the weather had been warmer in connection with the frequent showers the improvement would have been more marked. From present indications there will be some corn that will only make fodder. On the other hand there are some fields which, with favorable weather, will make an average crop. In some counties where corn was planted on warm soil it has made a large growth and will no doubt yield well. The condition of corn as compared with an average is 76.

OATS.—The oat crop varies throughout the state similar to corn. In some localities it made a large growth while in other counties the condition has not been up to the average. If the crop can be secured in good shape both the yield and the quality will compare favorably with former years. The estimated average yield per acre in bushels is 32.

BEANS.—The condition of beans varies somewhat throughout the state. Where it has been possible to cultivate properly the crop is in good condition. However, many fields are weedy but may yield better than is expected. The condition of beans in the State is 87 2-3.

Parties Liable for Balances Arising from Sales Made for Future Delivery.

J. Rosenbaum Grain Co., Chicago, Ill.,

vs.

Hunter & Co., Okarche, O. T.

An appeal from the decision of the Arbitration Committee of the Grain Dealers' Association of Oklahoma and Indian



W. H. Magoon.

Territories, to the Arbitration Committee of the Grain Dealers Natl. Asso., by Hunter & Co. Decision affirmed.

Chicago, July 8th, 1903.

The papers in the case of J. Rosenbaum Grain Co., Chicago, Ill., vs. Hunter & Co., Okarche, O. T., on appeal from the Grain Dealers Asso. of Oklahoma and Indian Territories to this National Asso., are received and examined. With the evidence placed before us, coming from the above association with their decision, and having no further evidence, though they state in their decision that there was a large amount of "oral testimony" of which we have no copy, we can find no reason for reversing their decision but consider the evidence before us as amply sufficient for their award, for the following reasons:

1st. The telegrams and letters show conclusively that Messrs. J. Rosenbaum Grain Co. have had an open account with Hunter & Company, selling their cash grain and also selling and buying grain for future delivery, executing their orders in the usual and regular way. That a telegram was received from Hunter & Company, dated Oct. 3, 1902, reading: "Close out margin oats and corn," and they replied under even date, advising Hunter & Company of closing out 10,000 May corn at 43½ cents, 5,000 May oats at 33¾ cents and 30,000 May oats at 33¾ upon their telegraphic order and notifying them that it left due to J. Rosenbaum Grain Co. the amount of \$313.35, for which they asked remittance.

The telegrams and orders referred to us show that J. Rosenbaum Grain Co. acted wholly upon their instructions and took no responsibility as to whether it left a balance in their hands in favor of Hunter & Company or in favor of J. Rosenbaum Grain Co., which would be sufficient to confirm the decision of the Arbitration Committee of the Oklahoma Asso.

2nd. The claim of Hunter & Company

regarding the closing of their trades when the margins had expired, we do not consider a valid plea. Regarding future trading, it is a recognized right and a principle in purchases and sales made for future delivery, that the commission man has a right to demand reasonable margins for protection; and when these margins are not sufficient in his judgment, or expire, he has a right either to close the trade, or to call the party for whom the trade is made additional margins and hold the principal liable and responsible for any additional loss that may accrue before receiving instructions from the principal as to whether he remits margins as called or to close the trade; and, not receiving such instructions in a reasonable time, or, if the reply is not satisfactory, it is then his duty to at once close the trade and to account to the party, his claim for any difference being held as valid.

We confirm the decision of the Arbitration Committee of the Oklahoma Asso.

Yours truly,

I. P. Rumsey, Chairman.

Warren T. McCray.

Jay A. King.

W. H. Magoon.

W. H. Magoon, whose portrait is reproduced herewith, has accepted a position with Van Ness & Wilson, of Chicago, as traveling representative. Old friends in the trade will again have an opportunity to grasp his glad hand.

Mr. Magoon was born in Ohio, came west when a lad and settled at Champaign, Ill. He is a graduate of Eastman National Business College and was in the class of '83 at the University of Illinois, which he had to leave before graduating



J. B. Clark's Elevator at Mazon, Ill., Damaged by the Tornado of July 17.
Fotograf by Geo. C. Hunter.

to take his father's place in the firm of B. C. Beach & Co., grain dealers at Champaign. Next he joined Rising & Leverett, selling his interest in this firm in 1896, to go with the Middle Division Elevator Co., of Chicago, which he represented first at Champaign, then at Bloomington and later at Pontiac. Since the reorganization as Rogers, Bacon & Co., and until July 1, when he went with Van Ness & Wilson, he had charge of the firm's 20 stations in Livingston County.

His thoro knowledge of the grain business makes Mr. Magoon a welcome visitor at any grain office. His pleasing personality and engaging manners will win him many new friends.

Elevator Wrecked by Tornado.

The tornado that visited Mazon, Ill., on the evening of July 17, demolished the roof and cupola of J. B. Clark's elevator. The wreck of the upper part of the building was complete, as shown in the photograph reproduced herewith.

Mr. Clark and his men were in the little office adjoining the elevator. He started for his home when the threatening clouds bore down on him. To save himself from being carried along by the wind he grasped the trunk of a tree. The office was lifted up and carried 20 rods. Part of the siding was ripped off the elevator.

The roof on the Fuller Elevator, near by, was blown off. The house had been purchased the week before by Walsh & Strong. One side and the roof of H. E. Mammon's elevator was blown off.

The same storm killed Timothy Harty, grain dealer at Kinsman, in his office. The office was torn from the elevator and turned over and over. Mr. Harty was struck over the heart by the scale beam. Roy Burke, engineer at Mr. Harty's elevator, just got out of the engine room when it was converted into a pile of brick and mortar.

A temporary decline during the next few weeks I believe will prove the opportunity to buy wheat cheaper than it will sell again during the next twelve months. It is evident now that we have raised only a moderate crop of winter wheat and will harvest less than an average crop of spring wheat, and it is well known there are no stocks of old wheat anywhere. At the tail end of the two largest crops of spring wheat ever raised,

stocks in the northwest are the smallest at any time and the price of cash wheat in Minneapolis today is higher than since 1901, so a small crop there will certainly prove no burden.—Edward G. Heeman.

A Chicago receiver made a clever mixture of 2 cars of oats last month. As received from the country one car graded No. 3 and the other No. 3 white. The No. 3 was heavy, but deficient in color. The white was also good enough for No. 2, except for deficiency in weight. By mixing the 2 cars together the weight and color were averaged up to come within the No. 2 standard. The high premiums at which the contract grade was selling at the time made the mixing very profitable.

Plan of 40,000-Bu. Elevator.

The plans reproduced in the engravings herewith represent two elevators of the same style that have been erected at Perth and Bisbee, N. D., for the Anchor Grain Co.

Space is economized as far as possible with a view to obtaining the maximum storage capacity. The six outer and larger bins run down to the ground floor and have flat bottoms. The six smaller bins are hoppers. The capacity of the 12 bins is 40,000 bus.

The foundations are composed of sills laid on the ground. The walls are of cribbing. The house is thoroly well braced by 4 thicknesses of plank in the corners of the bins spaced 4 ft. apart and with caps on top to prevent grain lodging.

The driveway is extended 22 ft. beyond the end of the scale to accommodate 4 horses. The big loads are weighed on a 6-ton dump scale.

Power is transmitted by belt from the 8-h. p. gasoline engine to belt pulley in basement and from a sheave on the same shaft to elevator head in cupola by rope. The boot of the elevator is in a tank 6 ft. deep. From the head of the elevator grain is loaded into cars by a direct spout with fall sufficient to project the grain to the ends of car. Over the 100-bu. hopper scale are 2 shipping bins. Grain is cleaned in a No. 10 separator.

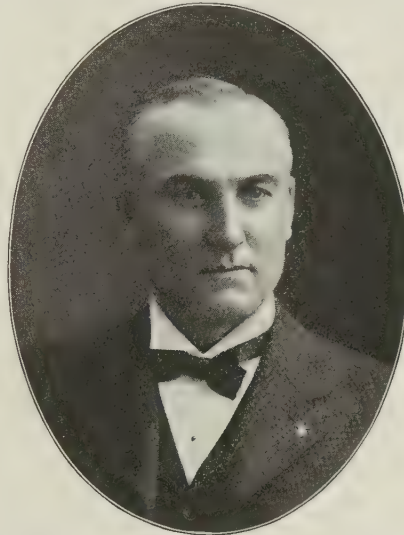
The engine house is a novel combination of wood and steel, which, while warmer than brick, fully meets the requirements of the insurance companies. The inside and outside of the engine room are covered with 1-in. thick flooring, matched and dressed. Over this is building paper. On top of all is the metal;

plain beaded iron ceiling inside, standard seam steel on the roof, and on the walls iron siding pressed to resemble brick.

The plants were designed and built by L. O. Hickok, of Minneapolis, Minn.

O. T. Huyck Elected Secretary.

The Board of Directors of the South Minnesota and South Dakota Grain Dealers Asso. met in the Hotel Garretson.



O. T. Huyck, Minneapolis, Minn., Secy. S. Minn. & S. Dak. Grain Dealers Asso.

Sioux City, Ia., on the morning of July 29th and elected O. T. Huyck, formerly with the Spencer Grain Co., to act as secretary-treasurer of the Asso. A por-

trait of Mr. Huyck is presented herewith.

Cobs.

Malt exports for the 12 months prior to July 1 amounted to 347,147 bus., compared with 401,375 bus. for the corresponding months of 1901-2.

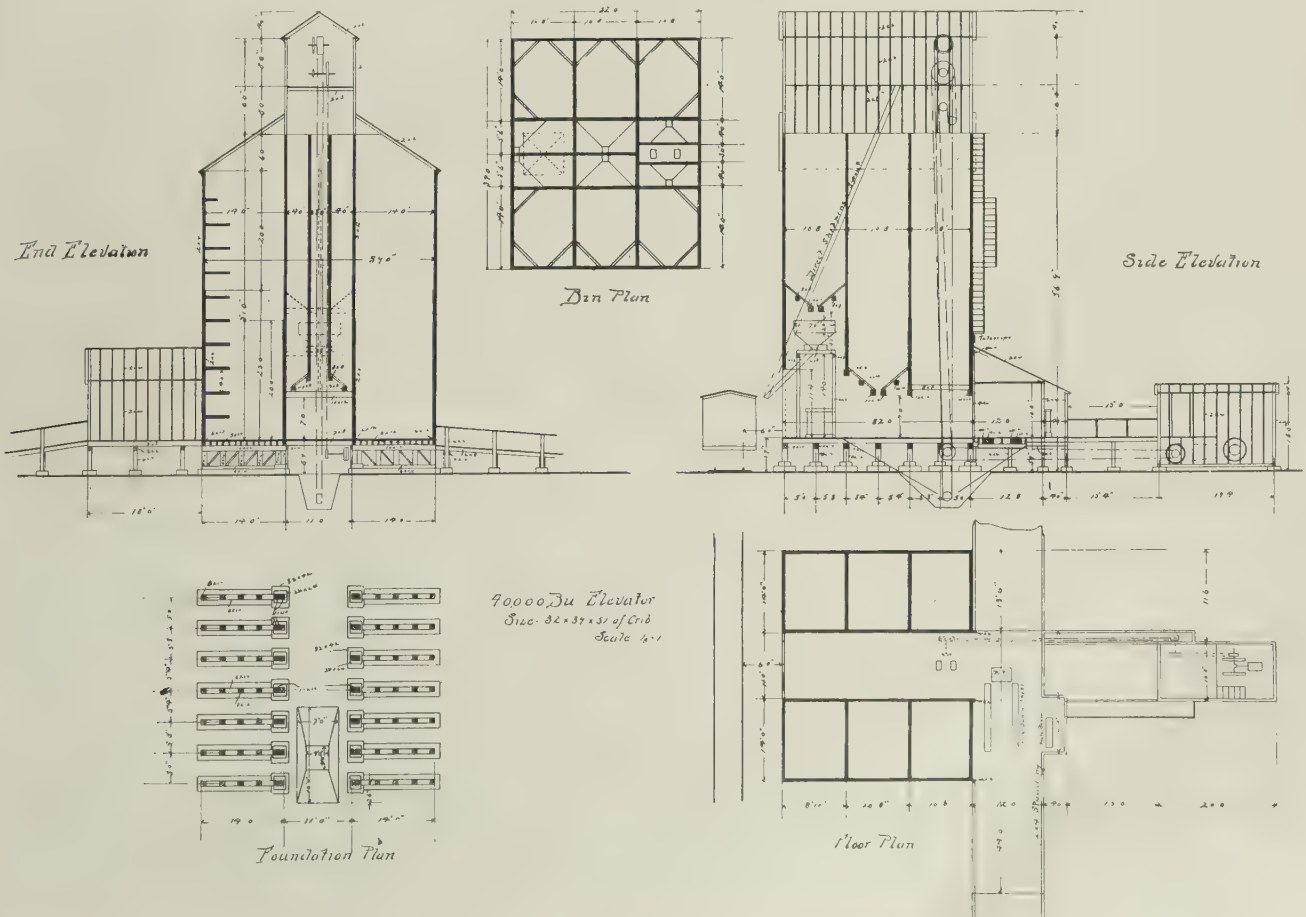
Imports of rice into the Philippine Islands during the 9 months prior to April 1 amounted to 447,348,014 pounds, compared with 319,658,460 pounds for the corresponding period of 1901-2.

Buckwheat exports for the 12 months prior to July 1 were 117,953 bus., compared with 719,615 bus. for the same months of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

Corn oil exports during the 12 months prior to July 1 amounted to 3,788,035 gallons, compared with 4,266,398 gallons for the same months of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

Rice imports during the 12 months prior to July 1 amounted to 78,307,010 pounds, compared with 75,674,76 pounds for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

It will not do to overlook the fact that stocks everywhere are extremely light; the American official visible supply is down to 14,300,000, compared with 19,800 bus. a year ago, 28,000,000 in 1901, 46,000,000 in 1900 and 34,000,000 in 1899. Even in the Leiter year the official visible did not fall below 10,000,000 at this period, altho it is true it went on decreasing in that year until it touched 5,000,000 bus. by the end of August.—Liverpool Corn Trade News.



Plan of 40,000-bushel Elevators at Perth and Bisbee, N. D.

The Commercial Grading of Corn.

Last week Carl S. Scofield, Botanist of the Department of Agriculture, was in Chicago with his apparatus for determining the percentage of moisture in grain, having come at the request of Chief Grain Inspector J. E. Bidwill.

The apparatus was set up in the sample room of the Inspection Dept. and practical demonstrations given of its value in educating inspectors to judge by feeling nearer the correct amount of moisture in a sample.

It seems probable that the Illinois Railroad and Warehouse Commission will install a complete equipment for quickly determining the exact percentage of moisture in grain. It could be used advantageously in teaching inspectors to judge better of the amount of moisture and its use by the appeals committee would enable it to determine with mechanical exactness the amount of moisture in a sample.

During the last two years Mr. Scofield has visited all the grain markets of the country studying the methods of the grain inspectors.

Suspicion that these investigations were with a view to establishing a federal grain inspection is disarmed by Mr. Scofield's statement that "the question as to how the inspection departments should be controlled is a local one and of relatively small importance. What these departments need more than a change in or uniformity of control is a greater uniformity in methods of work and in results."

Mr. Scofield has not sought to evolve a startling departure from present methods. His criticism on the results of the present system will be indorsed by thousands of grain dealers who have been sufferers. His scientific scheme for the grading of corn has its predecessor in the method of flaxseed inspection devised by S. H. Stevens, flaxseed inspector of the Chicago Board of Trade, and used ever since in the world's greatest market with signal success.

In grading commercial corn there are two classes of elements to be considered, says Mr. Scofield. First, those which indicate condition—moisture, percentage of moldy, rotten, or otherwise damaged kernels, and percentage of broken grains, dirt, and other foreign material; and second, those which indicate quality—color, plumpness, relative proportion of starch to hard material, and relative size of germ. For present purposes there are four elements which are essential in determining the grade of corn and which may, when necessary, be measured with reasonable accuracy and speed. These are (1) the moisture, (2) the percentage of colors in mixtures, (3) the percentage of damaged grains, and (4) the percentage of broken grains and dirt. It is not to be understood that the four elements mentioned are all that should be considered in grading corn, but they are at least important and of such a nature that they may be accurately measured; and having these four generally understood there is available a basis for uniformity which has not up to this time been offered to the trade.

The apparatus required for measuring the elements mentioned is as follows: One balance, with weights; one copper oven, or air-bath; one centigrade thermometer; one gas heater; one metal sieve, with top and bottom; one coffee or spice mill; one set of aluminum pans, at 40 cents each, and miscellaneous apparatus; total cost, \$57.15. The balance should be as accurate

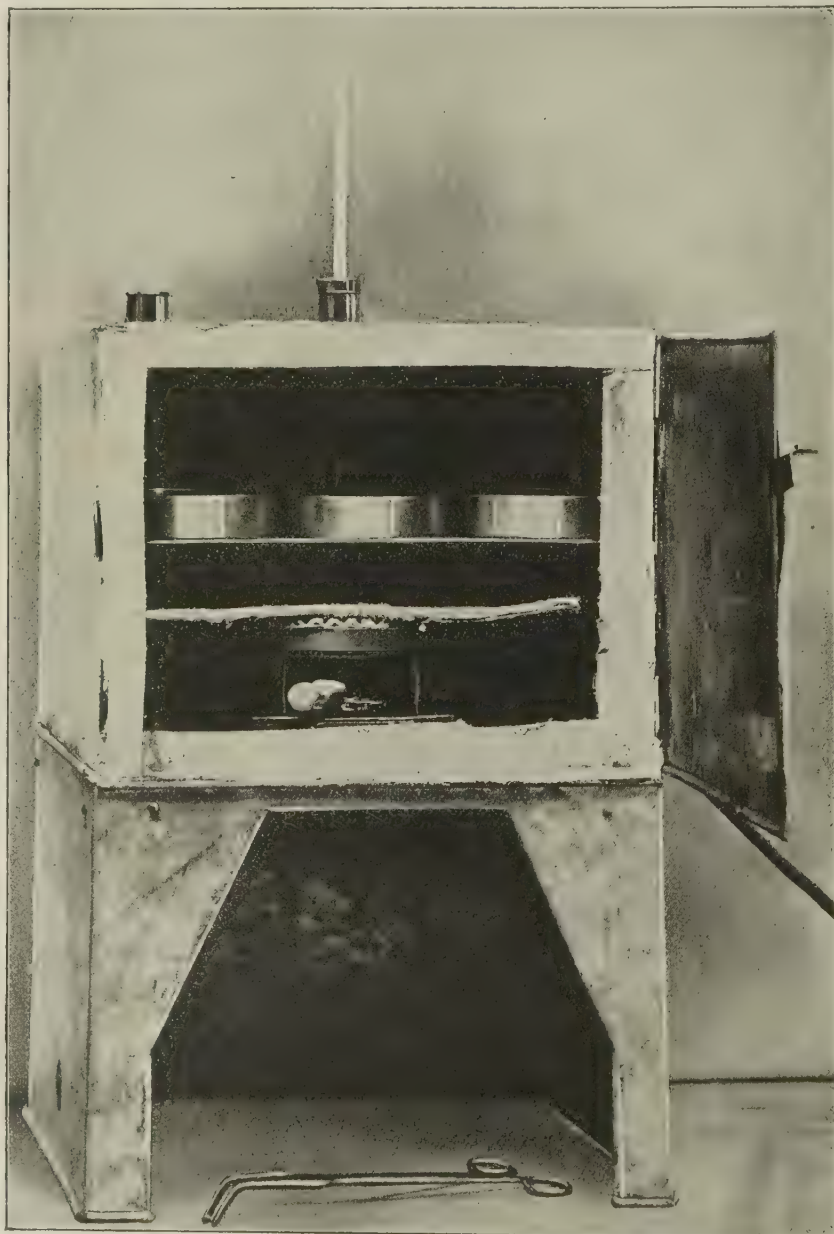
as possible, since the most important part of the work depends upon results obtained by its use. It should be sensitive to 10 milligrams or less. A suitable balance is shown in the engraving herewith.

The oven or air bath shown in the engraving herewith, for which we are indebted to the Department of Agriculture, is simply a copper box covered with asbestos, having a large door and with two holes in the top, through one of which the thermometer is suspended. The bath contains a shelf upon which the pans of material may be placed during the drying operation. When an electric heater is used it may be placed inside, under the shelf. When gas is used the heater must be placed underneath the bath, where it is protected by the galvanized-iron box upon which the bath rests:

The sieve used for determining the amount of broken material, dirt, and other foreign matter is plain metal having 5 strands to the inch, or a wire screen having 25 square holes per square inch.

The aluminum pans are 4 inches in diameter and about 1 inch deep and are used for holding the samples during the drying

and weighing process. For determining the moisture a small sample of corn should be ground into a coarse meal. If the corn is ground too fine it becomes heated during the operation and there is a consequent and irregular loss of moisture. After grinding a definite quantity of the sample, it should be weighed out in one of the aluminum pans. The larger this quantity the less the percentage of error in weighing is likely to be. However, for quick work the sample must not be too large. This weighed quantity, which for convenience in reckoning should be an even weight, is then placed in the air-bath, which has been previously heated to about 102° C. Herewith is illustrated the oven used for this purpose. It can be heated by electricity or gas. This temperature is slightly above the boiling point of water and will quickly evaporate the moisture, and after subsequent weighing the percentage of loss may be determined. Theoretically the sample should be dried until repeated weighings would show no further decrease in weight, but for practical purposes, where the element of time required for making these



Air Bath Used for Determining Amount of Moisture in Sample of Corn. Bureau of Plant Industry, U. S. Department of Agriculture.

determinations is important, a shorter time will suffice. It has been found by numerous experiments that the amount of moisture which a sample of coarsely ground meal will give up during two hours' drying at 102° to 105° C. is about 1½ per cent less than the total amount of moisture contained, so that for commercial purposes two hours' drying at the above temperature will yield results from which the total moisture can be estimated with sufficient accuracy.

After the samples have been dried they should be weighed again with all possible speed, as the meal readily absorbs moisture from the atmosphere upon being removed from the air-bath. It is best in all cases to make duplicate moisture determinations, as errors are likely to be made by even the most careful workman. These duplicates should be made from separate grindings of different portions of the sample. Where the results of the two determinations in the short-time drying differ by more than about 1 per cent a third determination should be made.

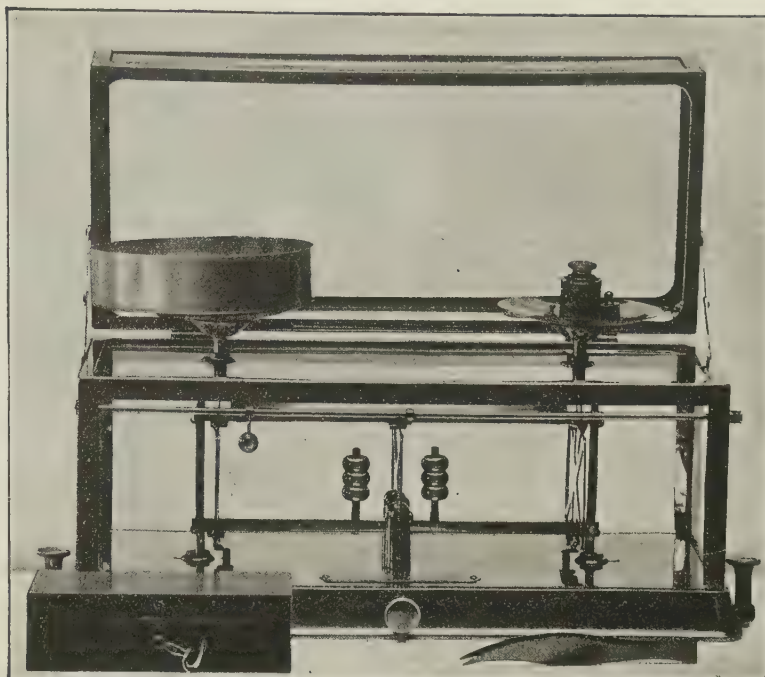
The percentage of damaged grains is determined by counting out the number in a fair average sample of at least 500 grains and reckoning the percentage of the number present. The damaged grain is considered to include all cob-rotten, bin-burnt, moldy, or otherwise unsound kernels.

Determination of broken grains and dirt should be made on the basis of weights; that is, by weighing out a definite quantity of corn and separating by means of the sieve and by subsequent hand picking, all broken grains, meal, dirt, chaff, and foreign material of whatever nature. This determination should be made on a reasonably large sample of corn—at least a kilogram (2.2 pounds). Where large scales are not at hand it is sometimes convenient to use the ordinary brass bucket employed in making the test weight per bushel of wheat, and the siftings and pickings may be weighed on the small balance used for the moisture work, and the percentage reckoned. The 5½-inch chondrometer holds about 1,800 grams (or 4 pounds of corn).

The percentage of color may be determined by simply counting out the number of kernels of each color in a fair average sample. At least 500 kernels should be used as a basis of reckoning.

The bulk of the corn crop of the United States is of the kind known as dent corn. The grain trade recognizes three distinct classes of this kind of corn, based on color. There are, of course, other colors of dent corn, but practically all commercial corn may be classified into "yellow corn," "white corn," and "mixed corn." There is not at present any great degree of uniformity as to what shall constitute the color limits of these classes, but the general opinion seems to be that the following would be satisfactory: 1. Yellow corn; at least 95 per cent yellow. 2. White corn; at least 98 per cent white. 3. Mixed corn; all corn not included above.

Of each of these three classes of corn there are generally made four grade divisions, numbered one, two, three and four, with the addition of a grade known as "Rejected," or "No grade." These grades are theoretically made on the basis of considering No. 1 as perfectly sound, perfectly clean, and dry enough to carry or store for an indefinite time. As a matter of fact, the grade No. 1 is seldom or never used as a commercial grade of corn. The grade No. 2 is generally allowed to contain a small amount of broken grains



Balance for Weighing Corn Samples. Bureau of Plant Industry, U. S. Department of Agriculture.



Longitudinal and Cross Sections of Kernels of Corn.

and foreign material and a few damaged grains, No. 3 a slightly increased amount, No. 4 a still larger amount, and the name "rejected" or "no grade" is applied to such corn as is unfit by reason of excessive moisture, dirt or damage, to be admitted into the numbered grades.

The indefiniteness of the rules governing grades has made it difficult to compare grade requirements of different markets, and any changes found desirable from year to year for different conditions of weather and general quality have been made by different interpretations of the rules rather than by definite changes in the rules themselves. If, however, the methods outlined herewith are put into practice it would be possible to so state the grade requirements that they may be comprehended at a glance. For this purpose it is convenient to use a tabular statement for showing the grade limits.

To compensate to some extent the injustice sometimes done by drawing sharp grade lines, it would seem desirable to have the inspection certificates show something more than the grade, actually given to any cargo of grain. Such a certificate could show, in addition to the class and grade number of the cargo, its approximate condition as to moisture, damaged grain, broken grains, and, in case of mixture, the proportion of the colors present. A certificate of this kind would enable the prospective purchaser to select, in buying cargoes of grain, those which he could mix to advantage to secure certain results, or a seller might use such a certificate in placing his grain to advantage with customers having particular needs or special facilities for remedying certain defects. These certificates would in no way interfere with the maintenance of the present contract grades and might be of considerable assistance in dispensing with sample dealing.

Under ordinary conditions corn containing not more than 12 to 13 per cent of moisture at the beginning of the warm weather following its maturity will carry or store safely, but new corn, that is, corn soon after maturity, frequently contains 20 to 22 per cent of moisture, and if not given opportunity to dry out during the winter trouble will result when warm weather comes and induces fermentation.

Modern grain storehouses are so constructed that grain may be moved from one bin to another by means of transfer belts and elevators and given a chance to air dry during the moving process. This process is called "running," and is frequently used to keep grain from going out of condition.

In the case of corn, however, this treatment if used too frequently results in breaking many of the kernels and, therefore, damaging the lot to some extent; and the operation is also somewhat expensive where large quantities must be so treated. Within recent years commercial driers of one sort or another have been installed in some of the large warehouses. These driers all depend on the same principle—that is, that an increase in temperature increases the water-holding capacity of the air. In all of them heated air is passed through the corn until the superfluous moisture is removed. This process is known as kiln drying. It is in disfavor with some persons in the trade, who claim that the heat injures the corn for manufacturing purposes, and, further, that the damage by cracking and breaking in subsequent handling of kiln-dried corn is considerable.

So far as may be determined at present, the drying of corn at a moderate temperature can be only a beneficial operation. If

for certain purposes of manufacture the high temperatures ordinarily used have harmful results, it is quite practicable to use lower temperatures for longer periods or to carry the principle already used still further and cool the air used for drying to a low temperature to precipitate the excess of moisture it contains and subsequently warm it up enough to make it absorb the excess of moisture of the corn.

It is evident that artificial drying of some kind will inevitably be more generally used to prevent the enormous losses now resulting from the excess moisture in corn.

The sections thru four kernels of corn shown in the engraving herewith exhibit in a striking manner the difference that may be seen in different kernels of corn as to the proportion of the hard and starchy portions of the grain.

These kernels show rather extreme variations in texture. The two kernels at the left of the picture show a high proportion of the hard or translucent substance of the kernel outside the germ, which has been shown by Professor Hopkins, of the Illinois State Experiment Station, to be directly correlated with high protein con-

tent. The kernels on the right show a relatively small amount of this hard substance, and are consequently of the type which is low in protein and therefore rich in starch. For process of manufacture of corn where a granular product is desired the type of corn shown on the left is much preferred, while for starch manufacture the type shown on the right of the picture is more desirable. In the same way the relative size of the germ of the corn kernel indicates the percentage of oil contained, since practically all the oil of the corn kernel is found in the germ.

The engraving showing whole grains contains one row of sound corn for comparison with the three upper rows of kernels exhibiting the various mold growths commonly found on damaged corn. These molds develop only on excessively moist corn and are much more likely to occur when there is a deposit of fine meal or dirt in the germ indentation. This deposit offers a good culture medium for the development of the molds, and in a majority of cases the damage starts at that point. Perfectly clean corn will carry or store much more safely than dirty corn having the same amount of moisture.



Fifteen Damaged Kernels of Corn, with Five Sound Kernels for Comparison. From Bureau of Plant Industry, U. S. Department of Agriculture.

The Largest Malting Plant in the World.

is now being erected by Albert Schwill & Company, north of their present factory at South Chicago, Ill. It consists of a malthouse building 145 ft. wide and 277 ft. long, the compartment building being three stories high and the attenuator and kiln building, five stories. The malt-

ing capacity will be 2,500,000 bushels per annum, and will increase the firm's output to over 4,000,000 bushels per annum.

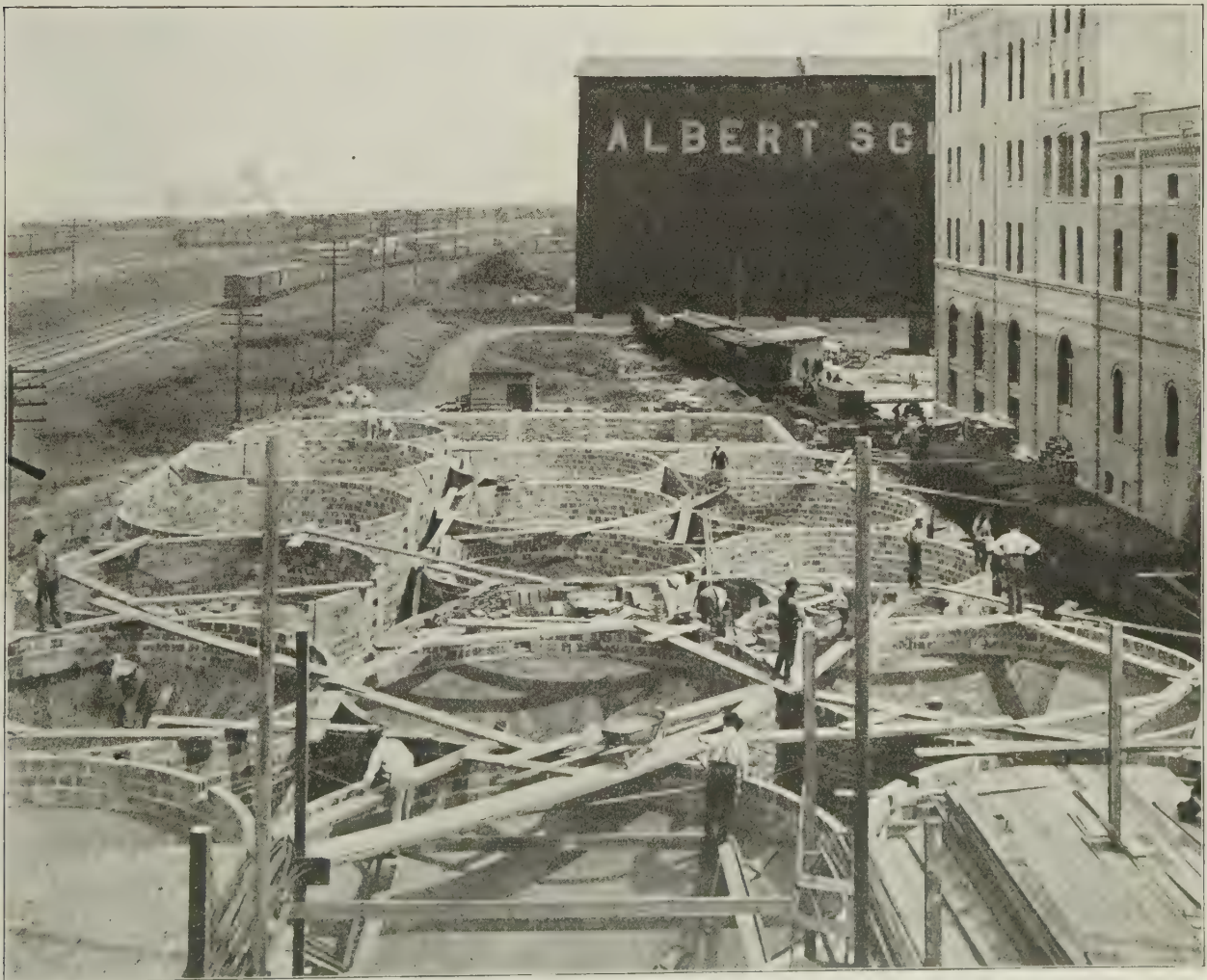
The construction of the barley and malt elevator, which will have a capacity of 1,200,000 bushels, is an entirely novel one, the storage part consisting of 24 tile tanks, 25 ft. in diameter and 100 ft. high, three abreast, forming fourteen intermediate bins. The walls of these tanks are 6-in.

hollow tiles laid horizontally, in which, every 15 inches, in alternate layers, heavy steel bands are embedded in cement encircling the whole tank.

The outside of the outer tank is further protected by a 2-in. hollow tile, so that there is an 8-in. wall, with three air-spaces between the grain and the atmosphere, giving perfect insulation. The hoppers in these tanks are made of cinders,



Foundations of Malt House and Tile Tanks under Construction for Albert Schwill in South Chicago.



Tile Storage Bins Being Constructed for Albert Schwill in South Chicago.

covered with a 6-in. layer of cement, in which heavy wire netting is embedded. The working house of the elevator is 45 ft. deep, 72 ft. wide and 155 ft. high, and will be constructed of steel, with concrete floors and an outside covering of brick and tile.

Grain Carriers

An embargo has been placed on hay by the Pennsylvania Railroad.

The Rock Island system has let the contract for the extension from Winterset to Greenfield, Ia.

Track has been laid on 15 miles of the branch of the Choctaw, Oklahoma & Gulf from Guthrie east.

A car shortage is said to exist in Oklahoma and Kansas, preventing free marketing of the new wheat.

Deep draft vessels find their capacity increased 10 per cent on account of high water in the Great Lakes.

The Evansville & Terre Haute and several subsidiary lines are said to have been acquired by the Rock Island system.

The Chicago extension of the Pere Marquette road will pass thru New Buffalo, Mich., and Porter Co., Ind., 28 miles.

The acquisition of the Toledo, St. Louis, & Western by the Grand Trunk will aid the latter to make Portland, Me., a large export port.

A branch of the St. Louis, San Francisco & New Orleans Railroad from Ashdown to Hope, Ark., 33 miles, is under construction.

Eastern buyers and western sellers have been too far apart in prices offered and asked to allow large movement of grain by lake this season.

Tracklaying on the 125-mile extension of the Soo road from Glenwood, Minn., to the White Earth reservation, is about to begin. The line is to be completed before winter.

Following a conference of railway officials and representatives of the Board of Trade all the roads except the Missouri Pacific have lifted the embargo on grain shipments to Kansas City.

Rates on wheat from the Pacific Coast to the Orient are \$5 per ton, compared with \$3 per ton on flour, a commercial phenomenon. On the Atlantic and the Great Lakes wheat always takes a lower rate than flour.

Ryan, the forwarder, who operates a canal elevator at Buffalo, appears to have effected combinations that puzzle the pool to overcome. The fact that the canal now is getting a large business is giving the pool some concern.

The rate on grain from Sioux City and Omaha to Minneapolis is to be advanced 3 cents, to the Chicago basis. The advance is objected to by Nebraska shippers and Minneapolis dealers who will endeavor to have the alleged discrimination removed.

A shipment of 105,000 bus. of corn took an unusual course from Toledo recently. Instead of going east the steamer George J. Gould sailed to Chicago, arriving Aug. 4. It is the only cargo of grain received this season at Chicago from the lower lakes.

The taxes which Jersey City has collected from the Erie Railroad on its grain elevator are illegal, under a decision of the court of last resort that the property is not used for railroad purposes within the meaning of the law. The fight was continued for 20 years.

The steamship Pallanza loaded 112,000 bus. of grain recently at New York for Leith, Scotland, after coming from Newport News in ballast. It has rarely happened in recent years that the demand for vessel room at New York was urgent enough to draw boats from Newport News in ballast.

A vast area of wheat lands will be opened for settlement in western Canada within 7 years under the contract between the Grand Trunk, Pacific Ry. and the Canadian Government, the terms of which were made public July 30. The western section of the road will begin at Winnipeg and extend in 2 divisions to the Pacific Coast.

The injustice of present high rates on grain is clearly demonstrated by J. W. Midgley, a well known traffic man, who compares the revenue from a car of grain with the earnings from a car loaded with dressed meat. Between the Missouri River and Chicago the car of grain earns \$94.70 and the car of meat \$30.70, a difference of \$64. The grain shipper seems to be easy prey.

Eight malhouses burn each year, on the average of the past 25 years, in the United States.

Exportation of wheat to Japan has been stopped by the Russian administration of New Chwang.

Broom corn valued at \$211,253 was exported during the 12 months prior to July 1, according to the report of O. P. Austin, chief of the bureau of statistics, compared with \$244,358 during the corresponding months of 1901-2.

Whether farmers get \$1 for wheat or not the American Society of Equity is a good thing for its promoters, who charge members \$1 admission. The officers must have received \$35,000 if its members total that many, as reported.

Trading in Futures.

Our recent crop report was sent only to those who are directly interested in the grain and seed trade; 922 replied that they traded in futures, while 2,304 said they did not. Some evaded the question. Others asked for information.

Boards of Trade are not secret societies. It is not necessary to "ride the goat" or "hang on to the rope" to make a deal. Anybody who wishes can get in the game. Limited margin is sufficient. All you need is foresight, nerve and ambitious money. The result is all in the draw. It is a square game. Providence does the dealing. Wheat is raised almost everywhere. All civilized people eat it. Speculation occasionally inflates the price, but supply and demand of the world ultimately regulate it. No country can control it. United States is the largest producer and exporter, but raises only quarter of the crop of the world. Some country is harvesting almost every month. Freights, ocean and inland, vary greatly and affect the price. Unexpected conditions are constantly arising.

Some ignorantly think speculating in grain is wicked. It is a sin if you lose. There is legitimate and illegitimate trading. There is the same difference between regular boards of trade and bucket-shops as between national and faro banks. Boards of trade are necessary for the movement of the crops. Trades that are based upon the actual grain. They make the price. Bucket-shops merely bet upon the price, take your money and win when you lose. They are numerous and conspire together to make you lose. Regular board of trade firms merely get the commission and are anxious to see you win so you will come again. Your trades there help to make the price.—C. A. King & Co.

Henry E. Wack, of Pitt Bros. Co., Baltimore, who has been traveling the last 3 weeks of July in southern Ohio, found a sentiment in favor of higher prices. The yield of wheat is 60 per cent of an average crop. Receipts are very light at country stations. The quality of the new wheat is uniformly good. Corn in Ohio is in fair condition.

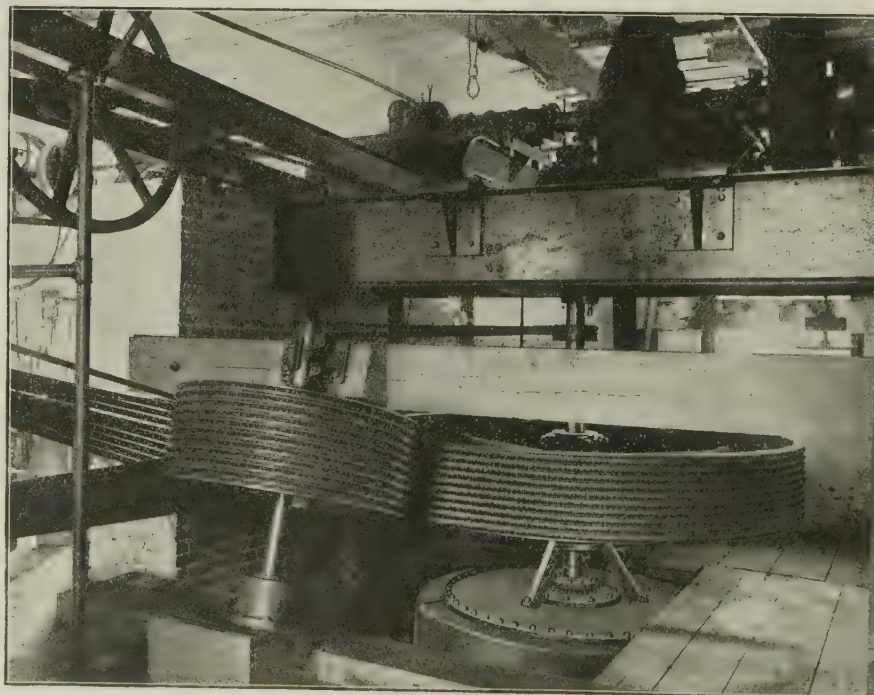


Fig. 1.—Rope Transmission Problem.

Rope Transmission Problem.

The situation and requirements of rope drives are such that it is very seldom that any two installations will be alike, and the engineer in designing a new drive is obliged to refer in almost every case to the fundamental principles governing such drives, rather than to the precedent of former experience.

An unusual problem was presented in the installation of a rope drive for Messrs. James & E. H. Wilson, operating a large woolen mill at Pittsfield, Mass. The mill was formerly operated by steam power. An excellent water power, however, is located about three-quarters of a mile from the woolen mill, in a building formerly vacant, and which would probably have been abandoned were it not for the water power.

Messrs. Wilson purchased the abandoned mill with the idea of using the water power for generating electricity, the electricity to be transmitted for driving their woolen mill, thus taking advantage of the economy of the water power over their steam plant.

The ordinary method of transmitting power from a turbine shaft by means of gears was found impracticable and the only economical method that seemed to be available was by means of manila rope transmission. The shape and dimensions of the wheel house, however, were such that 16 ft. was the greatest available distance between the vertical water wheel shaft and the dynamo. The power to be transmitted was 200 h. p., and it is quite evident that these centers were exceedingly short for a rope transmission, especially as on account of the vertical turbine shaft and the horizontal dynamo shaft the drive must be a quarter twist.

The plant was designed and installed by H. W. Caldwell & Son Company, through the engineers in charge of their eastern sales and engineering office.

The illustrations shown will make the arrangement of the drive plain. Fig. 1 shows the water wheel case and the vertical shaft supported at its upper end by a heavy steel construction. The heavy support necessary for the gear drive is some indication of the comparative ease of operation of the modern rope transmission as compared with the old gear drive. In Fig. 1 is also shown the deflecting idler carrying the slack ropes, which as will be noticed, is placed very close to the driving sheave. A portion of the tension carriage is also shown overhead.

In Fig. 2 can be seen a portion of the driving sheave at the left of the cut. The photograph of Fig. 1 was taken from a position in front of the window shown in Fig. 2. The position of the generator with reference to the driving sheave is clearly shown in Fig. 2; the receiving sheave being on the other side of the generator. The lower ropes are the pulling ropes and the slack is taken to the tension carriage from the driving sheave over the upper groove of the deflecting idler. The one-groove re-winding idler is placed above the generator. From thence the rope passes over the tension carriage sheave and returns to the driven sheave on the generator. Particular attention is called to the quarter twist arrangement of the ropes, another view of which is shown in Fig. 3.

In installing the drive, the driving and driven sheaves were placed according to the usual rules for setting quarter twist belts or ropes. The 10-groove deflecting idler was placed as nearly correct theoretically as could be, and the tension car-

riage and the re-winding idler were placed in position. The rope was then wound, and by raising the generator slightly the catenary of the ropes between the driving and driven sheaves was taken into account, so that the ropes would lead correctly between the two sheaves.

The speed of the ropes is about 5,000 ft. per minute, and notwithstanding the short centers, high speed, and the many reverse turns, the drive has given excellent satisfaction since its installation. The driving sheave on the water wheel shaft is 96 in. diameter, running 200 r. p. m. The driven sheave on the generator is 34 in. diameter, running 585 r. p. m. Both sheaves are grooved for ten 1½-in. ropes. The distance between the deflecting idler sheave and the driven sheave is approximately ten feet.

Cobs.

A large stock of barley was destroyed in a London dock fire July 30.

The measure of damages for selling unsound feed for cattle, whereby they are made sick, and fall off in weight and deteriorate in market value, is their diminished market value at the time and place they are injured, so that evidence that 40 or 50 days later they sold for the market value, at the time of sale, of cattle of that grade, is not admissible, unless it be shown that the amount received was equal to the market value at the time and place of the injury.—Houston Cotton Oil Co. v. Trammell. Court of Civil Appeals of Texas. 72 S. W. 244.

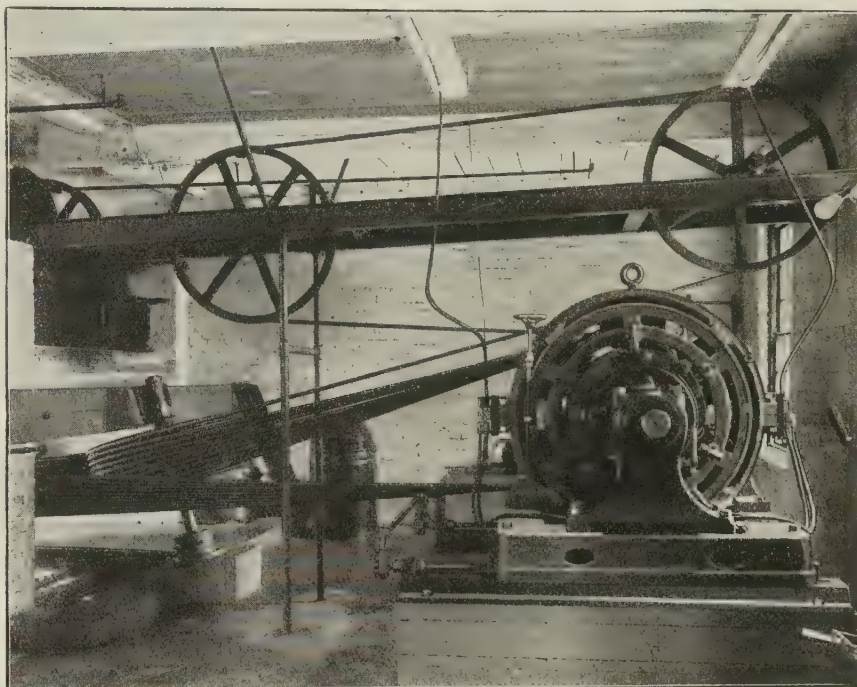


Fig. 2.—Rope Transmission Problem.

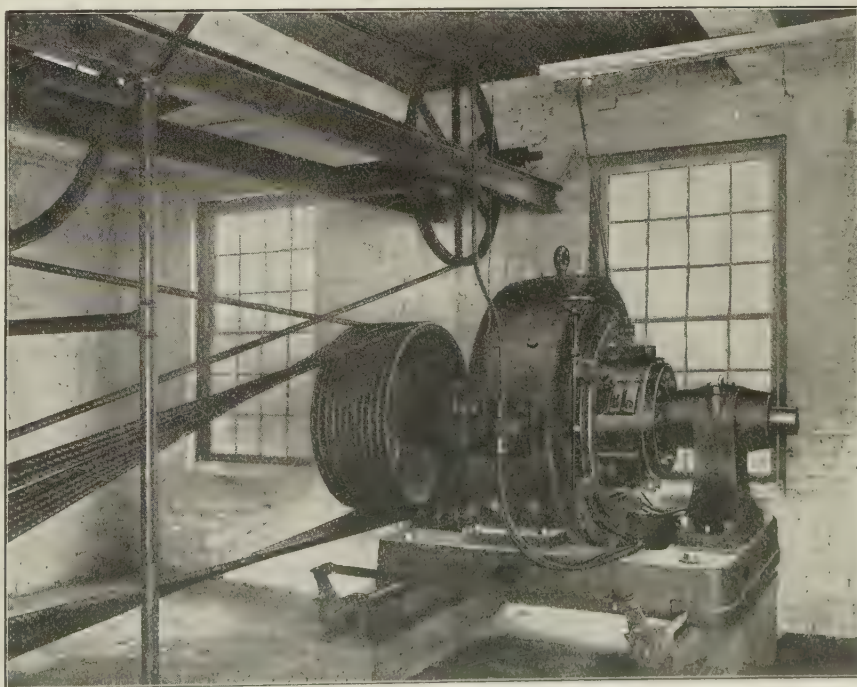


Fig. 3.—Rope Transmission Problem.

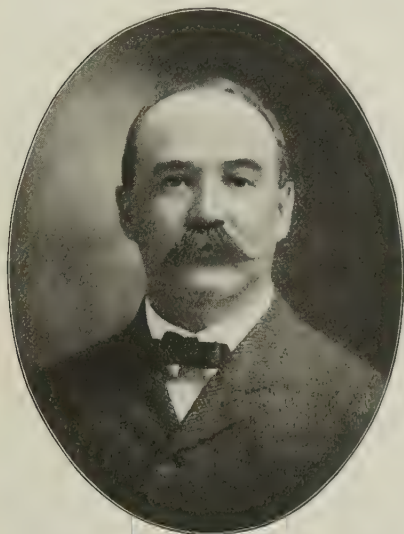
Meeting of Grain Dealers Union.

The midsummer meeting of the Grain Dealers Union of S. W. Iowa, and Missouri, convened at the Summit House, Creston, Iowa, July 31, 1903, at 2:30 p. m.

President Hunter made a brief address, stating the objects of the meeting, and called on dealers from different sections to state their views in regard to crop prospects, which were as follows:

G. H. Currier, Prescott, Ia.—Stated that the corn crop had been completely destroyed by hail in his vicinity.

M. Hennessy, Orient, Ia.—Corn very



H. G. Miller, Omaha, Neb., Secy. Nebraska Grain Dealers Asso.

poor, oats one-half crop, or 15 to 20 bu. per acre.

R. J. Edmonds, Hawthorne, Ia.—Have examined corn crop very closely and think one-half crop is all we can raise. Wheat fair crop but not good quality. Oats average crop and good quality.

Geo. R. Jones, Phelps City, Mo.—Crops of all kinds very poor on account of spring floods.

W. H. Eaton, Emerson, Ia.—Corn one-half crop, wheat fair yield, but poor quality, oats average crop.

J. L. Gwynn, Imogene, Ia.—Corn 10 days late. One-half of the acreage will make three-fourths of an average yield, other half will be about one-third of an average yield. With seasonable weather from this time forward we will raise three-fourths of a crop in quantity. Oats very good. Spring wheat 12 to 15 bu. per acre.

Mr. Turner, Elliott and Griswold, Ia.—Oats and wheat fair crop, corn late but with seasonable weather will make two-thirds of a crop.

W. M. Hewitt, Lenox, Ia.—Corn crop practically ruined by hail.

C. H. Harris, Westboro, Mo.—Oats and wheat fair crop, corn one-half crop.

I. W. Shambaugh, Clarinda, Ia.—Page County will raise about one-half of a corn crop with small grain fair.

D. N. Dunlap, Fontanelle, Ia.—One-half corn crop with two-thirds of an oats crop.

CONVENTION ECHOES.

F. Frahm, the only one present from Omaha.

Secy. Stibbens was accompanied by his son, Walter.

Jas. Norton, of Creston, represented the P. P. Williams Co.

T. P. Gordon, of St. Joseph, Mo., was among those in attendance.

The following Missouri shippers were present: Charles H. Harris, Westboro; Mr. Sawyer, Westboro; Geo. R. Jones, Phelps City.

Chicago firms represented as follows: J. F. Harris & Co. by C. M. Boynton; Rosenbaum Bros. by M. L. Vehon; E. Seckel & Co. by J. W. Townsend; Weare Grain Co. by J. Rogers.

Iowa dealers present were J. W. Beery, Clarinda; W. F. Johnston, Fontanelle; J. Gault, Creston; D. N. Dunlap, Fontanelle; D. Hunter, Hamburg; M. Hennessy, Orient; G. H. Currier, Prescott; R. J. Edmonds, Hawthorne; W. H. Eaton, Emerson; Wm. Dougherty, Red Oak; J. L. Gwynn, Imogene; John Gilmore, Imogene; P. Kilmartin, Malvern; S. E. Wainwright, Lenox; J. R. Giles, Lenox; W. M. Hewitt, Lenox; Jas. Wray, Creston; Mr. Farquar, Orient; Geo. Wilson, Hepburn; J. W. Shambaugh, Clarinda.

The Barley Crop.

E. P. Bacon & Co., of Milwaukee, Wis., have summarized 370 replies received the first week of August regarding the barley crop in four states, as follows:

Wisconsin.—Reports from the barley producing region indicate a smaller production than last year, due to decreased yield per acre; apparently the crop is larger than it was two years ago. Quality averages good, the berry being medium to plump, reasonably sound and generally good malting quality. The larger portion is discolored by rains during harvest. Yield per acre ranges from 20 to 50 bu. and average about 32 bu.

Minnesota.—Reports indicate an uneven crop and decreased production, due mainly to reduced yield per acre. About one-third of the replies advise the berry light weight and two-thirds are equally divided between medium and plump. The color is generally dark. Some report no discoloration, but the larger percentage advise damage in this respect and some say it is very much discolored. Acreage estimates as compared with last crop vary from 33½ per cent increase to 50 per cent decrease, but an equal number report the same as last year, and on the whole indicate no change of importance. Yield per acre estimates range from 12 to 50 bu. and average about 27 bu.

Iowa.—Quality ranges from choice malting to "feed barley," with a large percentage of the latter kind. On the whole, however, the reports indicate that there is a much larger quantity of malting barley than was secured last crop. Plump, medium and light weight reports are equally divided. Considerable damage was caused by unfavorable weather during harvest, resulting in unsoundness, also there was some damage on account of blight, and some localities report crop ruined by hail storms. The color is mainly dark. Acreage estimates as compared with last crop vary considerably and range from 50 per cent decrease to 50 per cent increase, but these extremes are few in number and about equally divided, while the larger proportion report no change. Yield per acre estimates range from 12 to 50 bu. and average about 27 bu.

South Dakota.—Reports show an increase in production over the previous year, due to a larger acreage and good yield. Also the quality is again good and where the crop was secured early it is choice. The quality is generally reported medium to choice, the larger number ad-

vising the berry plump and only a small percentage say that it is light weight. Rains since these reports were received, however, may change the situation considerably. The color is uneven and most of the reports advise more or less discoloration, due to unfavorable weather. The acreage is about 12 per cent gain. Yield per acre estimates range from 20 to 55 bu. and average about 33 bu.

M. G. Ewer.

The Directors of the Michigan Grain Dealers Asso., which was organized in Battle Creek, June 25th, have employed M. G. Ewer, of Battle Creek, to act as secretary of the asso.

Mr. Ewer has been identified with the grain business of Michigan for a number of years and no doubt is familiar with all the conditions existing in different sections. He entered the grain business in '86 at Lansing, buying from the farmers. In '88 he built an elevator at Mulliken, which was burned two years later, after which he went to the state of Washington and engaged in buying grain in the Palouse Valley. Later he engaged in the brokerage business in Washington and in Michigan.

At one time he was the traveling representative of a Chicago receiving house in Michigan, and later entered the employ of McLane, Swift & Co., of Battle Creek, remaining with them two years, serving as traveling buyer in Michigan and Indiana and later having charge of the office



M. G. Ewer, Battle Creek, Mich., Secy. Michigan Grain Dealers Asso.

work connected with the grain and oats business.

A year ago he engaged in the wholesale grain business at Battle Creek on his own account, where he has continued until employed by the asso.

That he is well fitted by experience and knowledge of trade conditions in Michigan to carry on the work successfully is certain.

A special committee at St. Petersburg recommend the building of elevators at all of the large government railways and ports of the Russian empire.

A curiosity in corn is reported from Waterloo, Ia., where J. H. Drake is said to have several acres of corn about 12 inches in height with perfectly formed tassels.

Read Your Policy.

Secy. McCotter, of the Grain Dealers Natl. Mutual Fire Ins. Co., has recently issued a letter to policyholders which contains excellent suggestions for every property owner. A part of the letter follows:

The history of the fire insurance business will show evidence that connected with it is more carelessness, indifference and, we dare say, ignorance regarding the contracts, than is to be found in any other business involving a like amount. Take country elevators alone, and examine the defective, incomplete descriptions so frequently used, the amounts of insurance to the several items, so out of proportion to the valuation, and the other policies on the property often entirely different conditioned contracts. No wonder the Court archives are filled with cases of disputes. The fault is that the two minds required to meet to make a contract did not properly meet. The fault is not entirely with the insurance companies, but largely because you do not READ YOUR POLICY.

Though the policy is signed by only one party to the contract, it under no circumstances becomes a sight draft for its face, and there are mutual obligations involved. The company does not gamble with you at odds against itself of twenty-five, fifty or one hundred to one, without your assuming some responsibility. The policy is a contract involving a certain sum, the same as a contract to construct an elevator; and, under conditions, it agrees to indemnify you against loss and damage to the extent of your interest in the property described, to an amount not exceeding its face. For those conditions, READ YOUR POLICY.

Have your contract made for what it is intended, a full protection in event of a fire, after which occurrence, the contract cannot be changed. In case of a fire, notify every company interested at once, and don't be uneasy if you fail to see an adjuster get off the next train. Other people are unfortunate as well as you, and it may be a week, possibly longer, before an adjuster can reach you. Claims are taken up in the order in which they occur, and are always reached at the earliest possible moment. READ YOUR POLICY.

If there is any property that is not entirely destroyed, you will find it to be your duty to take care of that property and prevent further waste. If there is grain involved in the loss, see to it that the fire is put out and unburned portion protected and put in the best possible condition to be disposed of, for the account of whom it may concern, or to be passed upon by appraisers, to determine the damage as provided in the policy.

An excellent rule, as laid down by the courts, and one you cannot go far wrong in following, is to "Do what any prudent man having no insurance would do under similar conditions," remembering that any loss that occurs after a fire, that is due to your neglect, is not chargeable to the Insurance Company. READ YOUR POLICY.

Having done all possible to save the unburned property, whether real or personal, proceed to make a statement of your loss. READ YOUR POLICY.

Do not assume that the adjusters "Can see for themselves that the loss is total." If they were endowed with supernatural knowledge and could tell by looking at a pile of ashes just what the property composing them was worth before the fire, there would still be need of a statement of the loss, to file as vouchers with the company's papers, for the scrutiny of the In-

surance Commissioners, Auditors of State and interested policy holders. READ YOUR POLICY.

Above all things don't make the mistake of making an exaggerated and unreasonable claim, on the theory that it is necessary to ask for more than what is right in order to get what is fair, because you have heard someone say that the "Adjusters are bound to cut your claim down anyhow." No greater mistake can be made, and nothing can put you to worse disadvantage or more certainly put you under suspicion, in case the cause of your fire is unknown, than this. READ YOUR POLICY.

Seeds

The Manitowoc Seed Co., Manitowoc, Wis., is building a brick office and warehouse.

The J. P. Leiss Grain Co., of Jasper, Mo., reports flaxseed of good quality; small acreage.

Chicago received and inspected 143 cars of flaxseed during July; compared with 53 cars a year ago, and 146 cars 2 years ago.

Beginning Aug. 10 the Bureau of Statistics of the Department of Agriculture will give reports on clover seed as well as on clover hay.

F. W. Bormann, Secy. of the Farmers Grain Co., Metropolis, Ill., reports that clover seed is likely, from present appearances, to be a good crop.

The seed committee of the Toledo Produce Exchange has ruled that the drayage on seed beginning Aug. 1, owing to new schedule of charges by head teamsters, will be 2 cents instead of 1½ cents per bag.

Philippine imports of flax and timothy seed during the 9 months prior to April 1 amounted to 5,819 pounds, compared with 22,492 pounds for the corresponding months of 1901-2, as reported by the War Department.

The timothy seed crop of Iowa shows 103 per cent of the average according to official report compiled Aug. 10 by Geo. A. Wells, Des Moines, Secy. of the Iowa Grain Dealers Asso., as based on reports of threshers up to and including Aug. 1.

Seed shipments from Chicago for the week ending Aug. 8 were 527,440 pounds timothy seed, 3,010 pounds clover seed, 103,376 pounds other grass seeds, 31,010 bus. flaxseed; compared with 2,550 pounds timothy seed, 840 pounds other grass seeds and 10,890 bus. flaxseed, for the corresponding week of last year.

The seed market has rarely been so stagnant at this season. French trifolium and French Italian ryegrass are offered on moderate terms, but dealers all seem inclined to wait. Chilean red cloverseed is offered lower, without leading to business.—John Picard & Co., London.

Chicago received during the week ending Aug. 8, 167,850 pounds timothy seed, 5,940 pounds clover seed, 44,805 bus. flaxseed; compared with 69,970 pounds timothy seed, 60,094 pounds clover seed, 5,700 pounds other grass seeds, and 37,100 bus. flaxseed for the corresponding week of 1902.

It costs only two cents to send a sample of alsike or clover, and very often the sending of these samples saves shippers money, as they may be paying more for

seed than it is worth. Especially is this true of alsike. Many localities have produced a poor quality of alsike that will grade N. E. G.—J. F. Zahm & Co.

Secretary Wilson has ordered Special Attorney George McCable, of the department, to go to Philadelphia with Special Assistant Attorney General J. A. Tanner and take the testimony of Burnett Landreth, the secretary of the seedmen's association, to be used by the government when the Mellis seed contract comes up before the Court of Claims next October.

Seed exports for the 12 months prior to July 1 were: Clover seed, 15,522,527 pounds; flaxseed, 4,128,130 bus.; timothy seed, 18,289,917 pounds, and other grass seed valued at \$581,773; compared with 7,256,573 pounds of clover seed, 3,874,033 bus. of flaxseed, 5,966,986 pounds of timothy seed, and other grass seed valued at \$315,556, for the corresponding months of 1901-2.

Old bags should not be used when shipping seed. They will bring much less than the value to shippers at home, and it is not always convenient to return the bags. It is optional with the buyer at Toledo to take them or return them. Sometimes the seed is shipped away in the original bags, or it may be weeks, and even months, before the bags are emptied. Use new bags.

Prospects for the seed crop are very good, not only in Germany and Austria, but also in France and Russia. White clover will be a large crop; samples so far show different qualities and mostly of very bright color. Farmers are asking too high prices, while buyers are very careful and prefer to watch the future course of the market. As the crop of red clover is made at the end of August it is too early to judge. Everything appears promising, also in Russia, where a large crop may prohibit imports from America on a large scale. The tendency is toward lower prices on the present good outlook. Some new Toledo prime red clover seed has been sold from resellers at about 1 to 1½ marks under direct American prices. Sellers and buyers keep waiting. Stocks are nearly cleared out over the continent; in fact, we cannot recall for years having commenced the new season with so greatly reduced stocks of red clover. We are going to have large crops of timothy and trefoil and prices will range low. New trefoil has appeared in the markets. The quality is very good. Prices are as low as 14 marks, which has not been the case for years, and should make the article well worth buying.—Cohn & Haurwitz, Brandstwierte No. 21, Hamburg, Germany.

For the first time in years premiums in the distant futures are appearing greatly to the advantage of elevator proprietors.

Every good day makes the corn-grower less tenacious of holding reserves, and the speculative holder pulls his whiskers.—Pope & Eckhardt Co.

Grinding Canadian wheat in bond has been discontinued by the Washburn-Crosby Milling Co., Minneapolis, which asks for relief from the bond given the U. S. government.

A lot of goats on the Board browsing around the wheat center, have been "milked" so frequently of late for 1 to 2c per bu., that it would seem as tho their cream or currency would be exhausted soon. A few private wire houses operate what might be called "The Union Dairy."—Pope & Eckhardt Co.

Sioux City Meeting.

In response to an invitation from Secretary Wells, of the Iowa Grain Dealers Asso., the grain dealers and farmers of western Iowa met in Chamber of Commerce Hall, Sioux City, Tuesday, July 28.

In the absence of Pres. King and Vice-Pres. DeWolf, Secy. Wells called the meeting to order and introduced Mr. D. C. Shull, who delivered the following address of welcome on behalf of the Sioux City Commercial Club:

D. C. SHULL'S ADDRESS.

In behalf of the Commercial Club which consists of the business men of Sioux City I desire to welcome this asso. to Sioux City. You are engaged in a work that we are very much interested in. All the industries of Sioux City are practically based on the handling of grain and the raising thereof. We think we have around Sioux City as fine a country for raising cereals as any place in the world. There is great room for improvement along scientific lines in the raising of the corn crop of this state.

A great many people raise corn and go at it in the same way as Ole Oleson when he bought an old horse. The horse was old and decrepit and Ole was leading it behind the wagon when a fellow met him on the way home. The fellow said:

"What did you give for the horse?"

"Two dollars."

"What is it good for?"

"I tank it was good for a chattel mortgage."

This is the way with the crop in some places; it seems to be good only for a chattel mortgage.

It used to be the practice for the farmer to plant as many acres of grain as possible without much regard to the quality of seed used or to the method of cultivation, but as the country is becoming more closely settled the farmers are beginning to use more care in the selection of their seed and the care of the crop, so as to realize as much as possible from the acreage planted.

Some years ago when the state was visited by some Bohemian oat swindlers things got so bad that they wanted to pass a law suppressing the raising of oats. At that time it became a crime to sell grain for more than four times its real value, altho of course you could sell it for 3.5 or 3.9 its value.

I believe the raising of the corn crop of this country is going to be conducted on a more scientific basis and that the value of the corn-producing lands will be the highest in the world, and that the raising of the crop will be handled by professionals.

Gentlemen, we are glad to welcome you here. Our commercial interests are interwoven with the growth of the cereals. We hope you will have a good meeting and I assure you you are thrice welcome to our city.

Mr. Wells: I feel that I owe Mr. Shull an apology for not having a response on our program to his address of welcome, but as I told you we have no frills on the program. You will now hear from Mr. W. C. Whiting, who has charge of the Iowa agricultural exhibit at the Louisiana Purchase Exposition.

Mr. Whiting said:

MR. WHITING'S ADDRESS.

Gentlemen of the Grain Dealers' Association and Farmers: I do not feel that the secretary ought to have asked me to speak to you. But I am glad to meet with you.

I do not believe the people in a community where there are elevators appreciate the benefit they are to the country. They are a barometer which shows the commercial standing of the town and farmers in the surrounding country. I might be on a train passing thru a town at the rate of 60 miles an hour, and I could tell you the resources of the country by the appearance of its elevators. If you were to buy a farm you would not select a town with a small, decrepit elevator. You would want to stop at a town having two or three nice elevators. What looks nicer than to see the elevators in a town running to their full capacity. You show me a town where the elevators are running to their full capacity with 15 or 20 teams waiting in line, and I will show you a town where the people are happy and prosperous.

I suppose you are all interested in the Agricultural exhibit at the World's Fair. It is my duty to go around and see where the best grain grows. I cannot give you a

detail statement of what we are going to have, but I know we are going to have a splendid exhibit at the World's Fair, and I know the grain dealers or any other people from Iowa will be proud of it.

We are handicapped on account of not having enough money. Perhaps you know that only \$7,000 was turned over to the agricultural exhibit. That will have to do for gathering the seeds and maintaining the exhibit at the Fair. I could have used \$7,000 for decorating purposes alone to very good advantage. We ought to have \$5,000 for decorating purposes. When you go home I would like to have you speak to your representative in the legislature and have him see about increasing the appropriation for the agricultural department. You will see that with \$7,000 we cannot come up to Illinois with \$50,000. I do not want \$50,000, but want \$10,000, or \$15,000, to show what the agricultural interests of Iowa are. If I can't get it in any other way than by going in debt a little I will do it. I think you will all be pleased with our exhibit down there. I will be glad to have you pay the Iowa exhibit a visit, as there will be one of the commissioners there all the time who will be glad to welcome the Iowa people.

I believe the interests of the corn grower and the dealer are the same. What is directly to the interest of the corn grower is to the interest of the dealer. I am sure the farmer has no ill feeling against the grain dealer. My experience is that the nearer you keep to the farmer the better off you are.

I wish the grain dealers would encourage the farmers to send samples of the best corn they can get to the Agricultural College at Ames, and help in improving the agricultural exhibit at the Fair. We have arranged to have a corn trophy made and give to the farmer producing the best ten ears of corn. The chairman of the agronomy department of the Agricultural College at Ames will appoint the judges and the name of the winner will each year be engraved on the trophy.

Mr. Whiting exhibited a drawing of the trophy, which is to consist of an ear of corn, mounted on a black base. The shucks are to be of silver and the kernels of the ear, about four inches of which are to be exposed, are to be of solid gold. The value of the trophy will be \$450. There will be a silver plate on one side on which will be engraved the names of the winners of the trophy.

Mr. Wells: We shall finish all the papers this forenoon and give Prof. Holden all the afternoon. Prof. Holden is a regular stem winder, and never gets thru talking on corn.

During the last few months I have been making investigation in terminal yards, and it is my idea to bring dealers in touch with some of the conditions that exist, believing that publicity will obliterate some bad methods and abuses which now exist, and with which grain dealers have to contend.

Mr. Wells then read the following paper:

THE SECRETARY'S PAPER.

If carloads of grain were human beings possessed of the five senses and each carload, after being weighed at destination, would report to the shipper giving a detailed account of his experience, it would no doubt be very interesting and many times extremely discouraging to the shipper.

I once heard a drunken man half-wittedly remark "that what folks don't know don't hurt 'em," and am inclined to believe there would be much truth in the remark if applied to those grain dealers, who carelessly load grain into cars badly coopered without weights.

I am to some extent informed as to the general methods pursued by the grain dealers of Iowa in conducting their business, and am astonished that so many of them do not keep even a general tonnage account, to say nothing of the proposition of loading grain without weights. It is evident that such grain dealers simply come to a conclusion as to their yearly profit by merely figuring up their cash balance at the end of the year after all grain is shipped out, without having any knowledge whatever as to whether the tonnage sold is equal to the tonnage purchased.

Grain purchased is not by any means half sold and delivered, as the delivery of grain from shipping point to destination is subject to bad methods and abuses in

transportation and at terminals, besides the troubles that incidentally happen. There are certain channels in the grain trade that are made use of so generally that it may well become a matter of public concern that perfect methods be established to prevent losses to the grain dealers, and I may also say to the farmers as well. Grain dealers must compute their profits to cover these losses as well as to recompense them for conducting the business, and, therefore, the farmers are directly concerned that such losses be reduced to a minimum.

TONNAGE ACCOUNT.—To begin with, I would earnestly urge each and every grain dealer to keep a strict tonnage account showing the number of bushels of grain purchased and also the number of bushels of grain shipped, both according to your own weights (if you have shipping scales) and also according to the weights returned in settlement of your sales.

SHIPPING SCALES.—The fact that so many grain dealers do not have scales, I believe, has encouraged unprincipled buyers at terminals to take advantage in weights, and has influenced railroad companies to have less regard for claims of leakage in transit; therefore I want to urge the members of the Iowa Grain Dealers' Association to install shipping scales and thereby have positive weights on their shipments.

ORDERING CARS.—Further on in this paper I will give some facts showing that freight cars at the present time are in a very dilapidated condition and the appearance of the physical condition of some cars is very deceitful. Such cars look all right when placed for loading, but arrive at destination with sides or ends bulged and showing leakage. In ordering cars you should give the railroad agent to understand distinctly that you want cars that are suitable for the transportation of grain without leakage, thus placing the representative of the railroad company under obligations in the matter. Do not attempt to load a car that shows any defects, but refuse it unless the local agent will agree to note the defect on his billing and also on the bill of lading given to you.

COOPERING CARS.—Many cars arrive at the terminal leaking at the grain doors as a result of being badly coopered. Before beginning to cooper up the doors and windows of the car a careful examination of the car itself should be made. Examine carefully the king bolts, door posts and frames, window frames, drawbars, linings and roofing, and after the car is loaded take your hammer and tap all around the outside at the sill to be sure the sides are nailed solid and not likely to leak from bulging.

After you have carefully examined the car, stop and give the grain door at least five minutes' careful study before beginning to drive nails. There is such a thing as "overdoing things," and during my recent investigations in terminal yards I gave careful attention to the work of opening the cars for inspection, etc. I found cars coopered in a way that I would consider overdone, and I can imagine how the fellow finished the job with the remark, "I'll bet they'll have a job opening that car."

In such instances the doors were boarded so near the top that the inspector could not get into the car without knocking off the top boards, and there were in some cases more boards nailed on than necessary, and the top boards were nailed just as hard as the lower ones, with a vertical board on inside and the top boards also nailed and clinched solidly to it and unnecessarily, so that in knocking off the top boards the inspector's helper would knock off more boards than he ought, besides loosening the whole door.

These boards are thrown back in the car and not replaced, and consequently when the car is switched and bumped about the yards the grain goes to the center and the result is a leak over the grain door.

I want specially to urge grain dealers to give this point careful attention. Don't load cars so full that the inspector can not get into the cars without knocking off grain doors, and if you are obliged to board high, nail the top boards on separately from the others, using less nails, so they can be knocked off without affecting the boards below. This will prevent much loss of grain from leakage over grain doors.

The inspector is hurried in his work, being obliged to have his samples on change by a certain time. The shipper should have this in mind when boarding up the car doors, and do the work of nailing up the doors in a consistent manner.

Grain dealers complain that the car door lumber furnished by the railroad compa-

nies is of very poor quality, and even when doubled does not make a strong door.

The weak point about the patent grain door seems to be the fact that they are so often not fastened securely at the bottom, and consequently bulge and are not long enough, so that the lap at the sides is too short, the bulge draws the ends closely to the edge, and in many cases part of the side will show a leak as well as chance for leak at the bottom.

The large capacity cars have larger grain door openings, but the construction of the patent grain door is no stronger than in the old cars with smaller openings. I saw several new cars with such grain doors badly bulged. Shippers should cooper the car to prevent this bulging if possible.

MINIMUM WEIGHTS.—Cars should not be loaded so full that it will be necessary for the inspector to knock off boards to get into the cars. Most of the railroad companies have made minimum rules that I believe will allow shippers to load grain, particularly oats, with this idea in view, as follows:

C. & N. W. R'y, G. F. D. No. 483, dated May 2, 1903: "Actual weight will apply on shipments of grain moved under this circular when cars are loaded to the 'grain line' marked in car, or to full visible or bulk capacity of car regardless of weights as provided therein, but in no case less than 24,000 pounds."

C. & R. I. & P. R'y, G. F. D. No. 5961-F, dated Sept. 22, 1902: "Actual weights will apply on shipments of oats moved under this circular when cars are loaded to the 'oat line' marked in car, regardless of the minimum established rates as provided above, but in no case less than 30,000 lbs. Agents at shipping points must personally inspect each car of oats moving from their stations and not on way bills, 'Loaded to the oat line,' as the case may be. If oat line in car is not marked, agents must satisfy themselves that car is loaded to full visible capacity. Agents at destination will be governed by notation on way-bills. If way-bills do not bear any notations minimum weights shown above will govern."

C. M. & St. P. R'y, G. F. D. No. 26844, effective Feb. 5, 1900: "Actual weight will apply on shipments of grain moved under this circular when cars are loaded to the 'grain line' marked in car, or to full visible or bulk capacity of car, regardless of the established minimum weights as provided above, but in no case less than 24,000 lbs."

Ill. C., Ia. C. and C. & G. W. do not seem to show any special rules regarding minimum loads of oats. However, I believe they will be willing to comply with the rules made by the other roads mentioned when the matter is brought to their attention.

If I understand these rules correctly it will be satisfactory to the railroads for you to load the cars with grain only to the "marked grain line" or "visible capacity" of the car, and that when the car is loaded you should insist that the railroad agent examine the car and see that it is loaded to the "marked grain line" or "visible capacity," and that he make such notation on his billing, and also on bill of lading given to you. This will protect you against any extra charges because of not being loaded to minimum weights as required by their general rules.

The records of Chief Weighmaster Foss of Chicago Board of Trade show the number of cars reported by his department as leaking over grain doors as follows: Jan'y 379, Feb'y 320, March 451, April 236, May 383.

LEAKING THROUGH GRAIN DOORS: Jan'y 563, Feb'y 345, March 559, April 388, May 715.

The records of J. G. Goodwin, Chief Weighmaster Kansas City Board of Trade, show 130 cars leaking over and through grain doors during the single month of May, 1903.

The records of J. H. Warren, Chief Weighmaster Merchants' Exchange, St. Louis, show over 500 cars reported leaking through and over grain doors during the period from August 1, 1902, to May 1, 1903, and his report is only a partial one.

You will readily appreciate the fact that the leakages shown as over grain doors occur largely as a result of knocking off the boards that are not replaced, and that the shipper may provide against this by using some judgment as already shown.

The leakages shown through the grain doors are mostly because of bad cooping and the shipper is, I believe, largely responsible for such leaks, although the grain door lumber furnished by railroad companies is often of poor quality and not suitable for the purpose.

PHYSICAL CONDITION OF CARS.—I have recently made personal investigations of railroad yards and found the general appearance of cars arriving at terminals

to indicate that a large percentage of them were in a dilapidated condition and unfit for the transportation of grain. I am continually receiving reports of shortages in weights as between shipping point and destination, with positive weights at both ends, and which shortages seem to be a mystery. This has prompted me to undertake to get at the facts, which I have begun to some extent.

The records of leaky cars showing leaks about the box and not including the grain doors already mentioned, as made by Chief Weighmaster Foss at Chicago are as follows: Jan'y 701, Feb'y 474, March 815, April 511, May 1022. (1903.)

By Chief Weighmaster Goodwin at Kansas City for the single month of May, 1903, as follows: Ends 136, sides 94, drawbars 52, floor 16, king bolts 5, end windows 20, corners 17, linings 1, door posts 2.

By Chief Weighmaster Warren of St. Louis for the period between Aug. 1, 1902, to May 1, 1903, as follows: Leaking at ends 73, side 49, drawbar 25, king bolt 16, corner 15, end window 53, floor 10, linings 2.

I simply offer these figures to verify my statement that there are an unreasonable number of cars used in the transportation of grain that are unfit for the service, and these are only partial records.

It would seem that the operating department of the different railroads are too careful about spending money to repair cars and give too little attention to the construction of a car that will be most suitable for the safe transportation of grain. I believe the traffic department of the different railroads should use their influence with the operating department of their respective railroads to the end that grain dealers may have better cars for the shipment of grain.

There certainly cannot be any question as to the responsibility of the railroad company to deliver to destination all the grain they receive at the shipping point.

STEALAGE.—The stealing of grain from cars standing in yards at terminals and on side tracks enroute is perhaps the most difficult proposition with which the grain shippers have to contend, and I presume that not one shipper in twenty-five has any idea of the extent to which stealing is conducted.

The stealing is done mostly by the women, boys and girls who live in the railroad yard districts, and at Chicago where Chief Weighmaster Foss has been making vigorous efforts to discover this stealing we find that when the boys and girls are arrested they are given trial before the juvenile courts of the city of Chicago. Politics seems to have influence with the judges of the juvenile courts at the expense of justice, so that it is extremely hard to secure a conviction.

At East St. Louis I found quite a number of hogs running about the railroad yards, and I asked the question as to who feeds those hogs. I was promptly told that the country grain shippers were feeding them.

I thought it might interest the grain dealers to know that they have invested considerable money in hogs at East St. Louis. I mean the regular four legged kind, and they are generally in very good condition.

As a rule the people who inhabit the railroad districts are of the lowest type of humanity and have no regard for law or property rights. In many of the yards the conditions are such that I do not believe that a car can stand any length of time with seals broken, or with a leakage opening, without being spotted by these thieves and grain stolen. Some of the terminal yards are out in the suburbs of the cities and in times of congestion cars are liable to stand there loaded with grain for days.

Railroad companies pretend to have police service in their yards, but we find it far from being perfect, and this is especially the fact with the terminal belt lines, who seem to assume almost no responsibility toward the grain shipper.

Recently while investigating some shortage claims on cars that were unloaded by team in a certain terminal railroad yard, I found there was no watchman or yardman to check out the loads taken from the cars, and cars were being unloaded without any protection whatever.

I called at the office of the traffic manager and complained of the situation, but was indifferently informed that there was not grain business enough in that yard to pay them to keep a watchman, and I could get no satisfaction out of him whatever.

I want to state to country grain dealers right here that when you consign grain to terminal markets and give your commission merchant the liberty to sell it on any old side track he pleases, you are leaving the door wide open to stealage. The honesty of your commission merchant has nothing to do with the matter. Reliable

commission merchants will sell grain delivered at yards and side tracks where there is no watchman and no public supervision so long as country grain shippers will tolerate it, because they have customers who want the cars delivered at such yards, and also because of an old method that is rotten.

I hope soon to be in a position to keep our members definitely advised monthly of such yards and elevators at the terminal markets to which Iowa is tributary, that have no watchmen to properly protect cars while being unloaded, or no public supervision of weights. You will then be in a position to give your commission merchants definite instructions. Don't be misled into allowing cars to be unloaded at such tracks and elevators with the song that they could get a higher price.

CAR SEALS.—As a protection for grain shippers the present system of car seals is certainly far from perfect. I say protection for grain shippers because some railroad companies do not freely concede their obligation to the shipper to deliver at destination all the grain loaded at shipping point. I have a personal knowledge of several claims made by our members against railroad companies for shortage because of leakage and seals broken, which claims were accompanied with papers giving positive evidence, and the railroad officials to whom these claims were presented have never even acknowledged receipt of them.

Railroads do not use a uniform system of car seals. Some, as I understand, use the seal number that designates the stations, others using consecutive numbers in series, and others using duplicate numbers.

The terminal belt lines are most careless in the matter of sealing cars. They do not as a rule pretend to keep any records of their seals and use duplicate numbers, consequently seals may be broken and replaced and there is no evidence whatever that the car has been opened. Thus you will see that under such circumstances the seals may be broken and grain taken from the car, the yardman may come along and reseal it without making a record and there is no evidence that grain was taken out.

I am inclined to believe that this is the "nigger in the wood pile" and the source of so many mysterious shortages with good weights at both ends, seals reported intact and car in apparent good condition.

As already stated, these terminal belt lines do not seem to assume any obligation to the shipper, as they are not the direct patrons of the terminal belt line roads, and thus far such roads have been absolutely indifferent to any request for improvement in their methods.

PUBLIC SUPERVISION OF WEIGHTS.

—It is absolutely necessary to establish public supervision of weights at all terminal markets where the volume of business is sufficient to properly maintain it, if the interests of the grain shippers are to be protected. The chief weighmaster, who is the active head of such supervision, must be a man who possesses character and the courage of a lion, and he must also have the ability to select assistants who have the same qualifications.

In days gone by there were, no doubt, "ways that were dark" in the operation of the terminal elevator. The customary dockage taken on each car was anywhere from 100 to 1,000 pounds, according to the nerve of the elevator company or the ambition of the superintendent to make a good showing in his tonnage account. Public supervision of weights is discouraging this stealage and at the present time there is an arbitrary dockage in Chicago of 40 pounds, St. Louis and Kansas City of 100 pounds per car, and whether this is just or not is still an open question.

As you no doubt are informed, there is supervision of weights under Board of Trade control at Kansas City, St. Louis, Chicago and Milwaukee and a state control of supervision at Minneapolis and partial at East St. Louis. There is strife between the railroad and warehouse commission of Illinois and the Merchants' Exchange of St. Louis for the supervision of weights at East St. Louis, and in consequence part of the elevators and tracks are supervised by the state of Illinois and part by the Merchants' Exchange of St. Louis. The Merchants' Exchange have established supervision at nearly all elevators, mills and tracks in St. Louis proper.

There is, however, no supervision in St. Louis at North Market street yard, Mound City Elevator, Southern Roller Mills, Saxony Mills, Buss Mills and Eureka Elevator. Neither is there supervision in East St. Louis at Columbia Elevator, Hazel Mills and C. D. Milleson Warehouse.

If you desire to have your weights supervised by the Merchants' Exchange you should give your commission merchants in-

structions not to sell to those elevators, mills and tracks that have no supervision of weights. The supervision of weights at St. Louis has been established less than two years and has made excellent progress considering all the circumstances and the opposition offered.

The supervision at Chicago has been established for several years, and is almost complete in its work, excepting only a few team tracks that are not included. If you do not wish grain to be sold to go to team tracks in Chicago, where there is no supervision of weights, you should so instruct your commission merchant.

The supervision of weights at Kansas City, established only about one year ago, is making good progress and giving good service.

Supervision of weights under state control, like state inspection, is apt to be influenced by politics, and the positions given to pay political debts. If civil service rules were applied it would no doubt remedy this evil of political influence to a great extent.

I wish to impress the grain shippers with the idea that they are paying either a part or all of the expense of maintaining supervision of weights in these different markets, whether under Board of Trade or state supervision; and you have an unquestioned right to demand good service and that they protect your interests in supervising the weights of grain and making record and reports of the condition of grain cars, and of car seals.

At the present time it is not customary for the Chief Weighmaster in all the markets to note on their weight certificates whether cars arrive in bad order or not, or whether seals were intact, but I believe this should be done.

However, I would advise you, under present conditions, in case of shortage on cars of which you hold supervisor's certificate, that you write the Chief Weighmaster and get his special report as to condition of car and car seals.

You will understand that the supervision of weights of Boards of Trade are under direct control of a weighing committee, and my experience is that in every case the members of the weighing committee and the Chief Weighmaster are anxious to serve the country shippers to the best of their ability, and also to maintain a public supervision that will attract business to their respective markets.

In seeking to improve methods and correct abuses they urgently invite the moral support of the country shippers, and I would urge all grain dealers to get in closer touch with the Chief Weighmaster of the markets to which you are shipping.

INSPECTION.—Every grain dealer in the country has, I believe, sometime during his experience found cause, either real or imaginary, to complain of the inspection of grain at terminal markets. Grain inspection even at best has certainly not reached a scientific basis, and, in fact, under present methods is little more than a guess, but I understand that the Department of Agriculture at Washington is making an effort to develop a scientific method of grain inspection.

Grain inspection, unlike supervision of weights, is under state control at practically all terminal markets and by influence of the politicians. As an example of the work of these state inspection departments would say that it is their duty to test scales at terminal elevators, and, in Illinois, I understand, they receive a fee of five dollars per scale.

Recently while visiting a terminal elevator in Chicago I noticed a fresh state scale inspector's notice on one of the scales showing that the scale had been officially inspected by a representative of that great State of Illinois.

There were about twelve of those large carload hopper scales in the elevator, and I asked the superintendent how long it took the inspector to do the work of testing all those scales. He replied that he was not in the building to exceed twenty minutes, which was just about long enough to ride up the elevator to the top floor, spit on the poster and stick it on one of the scales and go down the elevator, for which valuable service that great State of Illinois charged the elevator company about sixty dollars.

I would think the department might at least have stuck the posters on all of the scales. I am not going into details on the subject of inspection, as it would take too long, but will say that if grain inspection is to be conducted under state control, civil service rules should be established so that experienced officials may be kept in the service.

In conclusion I contend that the bad methods and abuses now existing as shown in relation to the grain trade can never be

improved or corrected by individual effort, but will require organized, concerted action of the grain dealers' associations with the assistance of public sentiment.

The meeting adjourned to meet at 2 o'clock.

AFTERNOON SESSION.

Secy. Wells called the meeting to order and introduced Prof. Holden, of the Iowa State Agricultural College, who exhibited charts giving statistics regarding improvement in seed corn and lectured on the subject along the same lines as given in detail in the Grain Dealers Journal for April 10th, 1903, beginning on Page 344. He also exhibited stalks produced from different kinds of seeds.

Prof. Holden talked for two hours and a half. That his talk was highly interesting was shown by the fact that he had the attention of every man in the room during the whole time.

Mr. Wells asked all those who wanted to continue the corn study in the evening to signify their intention of so doing, and all that were not obliged to leave on the early evening trains manifested their intention to take up the study after supper.

The meeting adjourned sine die.

CORN JUDGING CONTEST.

Following the afternoon session Prof. Holden conducted a corn-judging contest. Each contestant was given ten ears of corn from which to select the best in their respective order, for seed purposes. Prof. Holden decided the winners as follows: H. E. Brown, first prize, \$5.00; L. W. Wheeler, Laurens, second prize, \$3.00; J. C. Pearson, Pierson, third prize, \$2.

In the evening those who remained assembled in the Scientific Hall of the Library building and were again entertained by Prof. Holden, who gave a number of stereopticon views of growing corn and charts showing figures regarding results obtained from different qualities and grades of seeds, explaining each view in detail.

CONVENTION NOTES.

There was one grain shipper from Minnesota—F. S. Kingsbury, Heron Lake.

The Great Western Cereal Co. was represented by J. H. Whittemore, Sioux City.

The South Dakota shippers present were J. Doering, Parkston, and J. Larkin, Madison.

F. C. Harvey, of Rosenbaum Bros., Chicago, distributed paper clasps, bearing their ad.

Omaha was represented by Geo. H. Lyons, of C. Counselman & Co., and E. H. Miller, of Trans-Miss. Grain Co.

Chicago commission houses were represented as follows: Calumet Grain Co., by C. H. Casebeer; Lasier & Hooper by Mr. Hooper; Rosenbaum Bros. by Mr. Harvey.

The attendance was approximately a tie between farmers and grain dealers. In Iowa the lion has lain down with the lamb and the swords have been made into ploughshares.

Minneapolis was represented by J. F. Brenner and A. F. Brenner, of the Anchor Grain Co.; W. H. Chambers, Peavey Grain Co.; J. W. Hoit, Hoit Grain Co.; W. B. Hatch, P. B. Mann & Co.; T. E. Moen, Skewis-Moen Co.; W. S. McLaughlin, American Grain Co.

The Iowa dealers present were: F. C. Ballard, Hawarden; G. H. Barber, Hawarden; C. E. Brownlee, Mondamin; Geo. D. Brown, Ireton; M. L. Crowley, Galva; C. F. Corr, Salix; P. A. Cum-

mings, Rock Valley; J. W. Dickson, Mo. Valley; H. H. Dwight, Sioux City; E. Daniels, Sulphur Springs; D. Dresselhuus, Orange City; A. B. Elliott, Whiting; E. J. Edmunds, Marcus; S. B. Fritz, Pochontas; A. P. Frisbee, Hutchins; G. A. French, Sulphur Springs; M. Harrington, Salix; J. H. Hinz, Granville; W. S. Kaufman, Doon; N. J. Krier, Alton; J. H. Loomis, Onawa; C. B. Lamkin, Inwood; J. A. Morral, Cherokee; M. M. Murray, Sloan; J. C. McKellar, Rock Valley; J. C. Pearson, Pierson; G. W. Penman, Rock Rapids; H. Rohlk, Arp; B. Ross, Akron; F. M. Slagle, Alton; J. A. Tiedeman, Fonda; Geo. Terwilliger, Sioux City; D. Vanderburg, Sioux Center; J. F. Weart, Cherokee; L. W. Wheeler, Laurens; F. W. F. Weenink, Carnes.

Grain Trade News.

(Continued from page 162.)

section to the Gulf coast would not be disturbed.—G. E. E.

TENNESSEE

Memphis, Tenn.—The contract for an annex to Webb & Maury's eltr. has been let to Henderson & Friedline.

Gallatin, Tenn.—The Payne Eltr. Co. will run a corn meal and stock food mill in connection with its eltr. and will build an addition 30x60 ft.

Memphis, Tenn.—The directors of the Merchants Exchange, at a meeting Aug. 4, adopted the recommendations of the grain inspection committee that the grades remain as hitherto with the exception of the new grades of Texas rust proof oats, western red rust proof oats and hard winter wheat.

Memphis, Tenn.—Local bucket-shops have brot suit to restrain the telegraph companies from cutting off the cotton quotations under instructions from the New York Cotton Exchange, which is co-operating with the Chicago Board of Trade in an endeavor to kill the illegitimate business.

Memphis, Tenn.—John K. Speed, of John K. Speed & Co., died July 20, after nearly 2 years of ill-health. He had transacted business up to almost the day of his death. Resolutions of sympathy were drafted and read by the grain merchants of the city, the Cotton Exchange and the Merchants Exchange, of the last of which Mr. Speed was the first pres.

Nashville, Tenn.—The first day's trading on the Grain Exchange conducted by the Grain Men's Asso. opened very auspiciously, July 27, with sales of car lots valued at \$30,000. The first sale was a car of oats by the Bell-Duff Commission Co. to Hughes, Green & Co. The trading hour is 11 to 12. The firms which were represented at the first meeting of the Exchange are: Douglas & Co., McKay, Reese & Co., Miller & Co., Neil & Shoffner, J. H. Wilkes & Co., Hughes, Green & Co., Samuel & Cartwright, Harsh & Williams, Bell-Duff Company, Tyner, Ehrhard & Co., W. R. Cornelius, Jr., I. T. Rhea, and George W. Spottswood. July 30 the following additional firms were admitted to membership: E. C. Faircloth, pres. of the American Bread Company, The Nashville Warehouse & Elevator Company, W. L. Nichol, Jr., Bentley Lewis, E. C. Hawkins and H. L. Wade. Byrd Douglas is pres., W. R. Cornelius, Jr., secy., and J. H. Wilkes is vice pres. The management is left to some individual member, and each one must serve a week, rotating all thro the membership lists. Headquarters of the Exchange are at No. 3 Noel court. Busi-

ness has increased during the past week so much that the Exchange contemplates getting a larger hall elsewhere.

TEXAS.

Galveston, Tex.—The Peavey Eltr. Co., of Minneapolis, has opened an office in this city and will build 5 country houses in Indian Territory this year.

Fort Worth, Tex.—The International & Great Northern Ry. reports having hauled 275 cars of this season's wheat up to date; part to Galveston, for export, and some to southern connections for Mexico.

Fort Worth, Tex.—At the grain rate hearing, July 20 and 21, it was shown that many dealers could not compete with the J. Rosenbaum Grain Co. No evidence was presented to prove that the J. Rosenbaum Grain Co. was given any undue reduction in rates.

The Texas World's Fair Commissioners are relying on the grain dealers of the state to assist them in preparing an exhibit that will adequately represent its immense resources of soil and climate and attract an immigration that will add to the production of grain.

Galveston, Tex.—The grain exports for the 11 months prior to Aug. 1, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade, amounted to 13,086,976 bus. of wheat, 4,495,351 bus. of corn and 20,635 bus. of rye; compared with 5,547,465 bus. of wheat and no corn or rye for the corresponding months of 1901-2.

The Court of Civil Appeals of Texas has recently decided in the case of Galt v. Holder that "The statute of 1899 does not, in our opinion, prohibit any person from weighing cotton or other produce tendered him to be weighed, and does not prevent any person from soliciting such business, and equipping and maintaining a place for the transaction of such business, unless such person be a factor, commission merchant, or person engaged in a similar occupation or business."

Hillsboro, Tex.—E. H. Crenshaw & Co., of Fort Worth, have bot the eltr. and grain business of the Hillsboro Grain & Eltr. Co. and will continue it under the old name. Hillsboro will be the future headquarters of the company. E. H. Crenshaw has been elected pres. and mgr. and E. M. Turner, of Hillsboro, secy. and treas. The company has trackage connection with the M. K. & T. and Cotton Belt Rys. and is prepared to do all kinds of eltr. work in transit, such as clipping, cleaning and sacking for the grain public, the facilities now being better than ever.

Galveston, Tex., Aug. 3.—Much cloudiness and daily showers except in panhandle, extreme west, and northwest; marked excess of rainfall over southwestern, central, and northeastern portions; considerable damage by overflows; cotton made rapid growth, some complaint of rank plants, generally fruiting nicely, tho still considerably later than usual; rainfall unfavorable to cotton in southwest and slightly so in central, but generally favorable in north portion; boll weevil doing considerable damage to cotton in few southwest counties; late corn promising; much hay and fodder damaged by rain; rice and sugar cane doing nicely; ranges improved.—Government Report.

TEXAS LETTER.

Gustine, Tex.—The Gustine Mill & Gin Co. incorporated, \$5,000 capital. Incorporators, J. M. West, W. Ingram, J. K. Billingslea, H. S. Watts, C. C. Speed, J. P. Lee, W. R. Kelly.

Victoria, Tex.—The Victoria Manufacturing Company incorporated, \$250,000 capital, to erect a mill and gin at that point, and line of elevators. The incorporators are J. J. Welder, H. R. Rathbone, T. E. Silby, Theo Buhbert, T. C. Proctor, all of Victoria, Tex.

There is a very slight demand in Texas at the present time for either corn or corn products or mill feed. The new crop of oats has caused this cessation in the demand for corn and there is likely to be no activity in the corn market until the new crop comes on.

Corn crop reports are exceedingly encouraging and there is every reason to expect an immense crop of this grain this season. Texas corn is made and is a very large crop, 1 of the largest in the history of the state, and reports from the territories are to the effect that they will have something like 50,000,000 bus., and it will average about 50 bus. to the acre. Texas average will be as good.

Reports from the Rock Island Ry. are to the effect that such a volume of grain is being received in Indian and Oklahoma Territories that they are unable to handle it and their roads are congested. They are moving from the territories over 30 trains a day to the gulf, but they state there is enough business in sight to keep them busy until January 1st. Fears are being entertained by the dealers and farmers that on account of the lack of storage facilities in this section much grain will be ruined should there be any sudden rains.

The recent action of the roads from St. Louis to the Atlantic seaboard in cutting the grain rate 3 and 4 cents caused consternation among the export people of the gulf ports, but they, since have had assurances from the lines running to the gulf that the gulf ports will be protected. The export business in grain thru the gulf ports has increased this season almost 100 per cent over last year, and the increase continues steadily and it is almost certain the roads running from Kansas and other grain states will protect this business even to the extent of cutting rates to do it.—J. S. W.

WISCONSIN.

Adell, Wis.—N. Saemann has taken a trip to Niagara Falls.

Onalaska, Wis., Aug. 7.—Very little grain in this vicinity.—J. M. Pierce.

River Falls, Wis., Aug. 7.—Oats rusted around River Falls.—W. H. Putnam.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are selling at \$500.

Pickett, Wis.—The Wisconsin Malt & Grain Co. is enlarging its eltr. and will put a feed addition to it.

River Falls, Wis.—The Wisconsin Eltr. Co. has installed a 10-h. p. electric motor to replace the steam power.

Headquarters of the Wisconsin Grain Shippers Asso. will be located at Milwaukee, Wis., and the secretary will open an office there in the near future.

Milwaukee, Wis.—The Chamber of Commerce has adopted a resolution reducing the time to respond to margin calls from 1½ to 1 banking hour.

Colby, Wis.—Jas. Lyons has bot the interest of the heirs of Peter Heid in the Peter Heid Grain & Produce Co. and is now sole owner of the business.

Cadot, Wis.—The Union Grain Eltr. Co. will build an eltr. 24x24x28 feet, a warehouse 24x40 feet and an engine room. The following officers have been elected:

John J. Kaiser, pres.; O. J. Jensen, vice-pres.; A. C. Bohrnstedt, secy. and treas.; J. J. Irvine, mgr.

The board of managers of the Wisconsin Grain Shippers Asso. at a recent meeting re-appointed as secy.-treas. of the Asso., G. C. Julius Spoerri, who is to devote his entire time to the work.

Milwaukee, Wis.—Eltr. D of the American Malting Co. was damaged by fire July 10 causing a loss of about \$25,000. The eltr. contained nearly 150,000 bus. of grain, waiting to be dried, and part of this was burned also.

If you are troubled with short weights at terminal markets; have any unsettled matters with terminal receivers; desire any information pertaining to the grain interests, correspond with the secretary of your state assn. It matters not whether you are a member of the Assn. or not, you will find the secretary ready to offer you any assistance possible.

Milwaukee, Wis.—We are indebted to Wm. J. Langson, secy., for a copy of the 45th annual report of the trade and commerce of Milwaukee, issued by the Chamber of Commerce. The directors in their annual report state "Nearly 2 years ago this Chamber of Commerce, after having been for about 15 years in a state of 'innocuous desuetude' so far as a speculative market was concerned, suddenly, thru fortunate circumstances, had a revival of speculative trading, giving life and energy to the market and profit to very many of its members. . . . The weighing department which was conducted at a loss during the preceding year, yielded a profit of \$763 for the past year.

. . . . All scales used for weighing grain are frequently tested by experts. The full weight of every car of grain is recorded without any deduction for waste or shrinkage. . . . During the year 64 memberships were transferred to new members."

MILWAUKEE LETTER.

Contracts have been let by the American Malting Co. for the erection of several large buildings at its Milwaukee plants, the Milwaukee Malt & Grain Co. and the Kraus-Merkel Co., which will take the place of the buildings recently damaged by fire. The company expects to spend \$200,000 on the new buildings.

Milwaukee grain dealers will be well represented at the convention of the Grain Dealers National Assn., to be held at Minneapolis in October. Arrangements are being made for the delegation to go in a body to the convention. They will renew the invitations to the Assn. to hold the convention in Milwaukee and hope to secure the annual meeting for 1904.

Representatives of the leading grain shipping firms of Milwaukee have taken steps toward organizing a Milwaukee branch of the prospective National Grain Shippers' Association, the object being to prevent defaults of receivers, who, in the event of a falling market, repudiate purchases. Charles R. Lull has been active in the organization of the association, and he states that every firm of grain shippers in the city has either signed the membership roll or announced its intention of so doing. A committee was appointed to draft a constitution and by-laws, consisting of Charles R. Lull, B. G. Ellsworth and P. C. Kamm. The temporary organization, which probably will be made permanent on the adoption of the constitution, has for its officers, Pres., C. B. Pierce; vice-pres., P. C. Kamm; secy.-treas., Otto H. Sickert.—R. B. W.

Grain Trade News

CANADA.

Boissevain, Man.—James Johnson has been re-elected to serve in the legislative assembly.

Winnipeg, Man.—The Canadian Eltr. Co. has transferred its main office from Toronto to Winnipeg.

The Northwest Grain Dealers Asso. will hold its annual meeting at Winnipeg the latter part of August.

Weyburn, Assa.—L. A. Grant, of Reinbeck, Ia., will soon move to this point and engage in the grain business.

Fort William, Ont.—The 2,000,000-bu. annex to Canadian Pacific Eltr. B being erected by the Macdonald Engineering Co. will be running Sept. 1.

The Grand Trunk Pacific has 14 surveying parties of 20 men each in the field between the mouth of the Temagami and North Bay and along the valley of the Sturgeon river.

Hazeldean, Ont.—The Hazeldean Farmers' Eltr. Co. incorporated, \$10,000 capital. Incorporators, Jos. McGill, P. E. Tampman, W. J. Renton, A. McGregor, C. R. Robinson and others.

Ottawa, Ont.—The bill amending the grain act was read for the first time in the House July 24. Since the new bill is the result of conferences between the grain growers, grain dealers and railroads it is expected to be enacted with few changes.

Mackenzie & Mann, of the Canadian Northern Ry., have bot the Middleton & Victoria Beach Ry., thereby obtaining the shortest possible connection with St. John, N. B., and thru Eastport, Me., with the Boston & Maine system. Ocean terminals will be built at Victoria Beach.

Prescott, Ont.—The 1,000,000-bu. eltr. and barge line of the Prescott Eltr. Co. was secured by the Montreal Transportation Co. at the auction sale recently, for a very small percentage of their original cost. They will now be used for transshipping export grain by the St. Lawrence route.

Moosomin, Assa.—The decision of Justice Wetmore has been reversed by the full court in the case of A. McLroy, agent of the Lake of the Woods Milling Co. He was charged with stealing a box car, in which a local farmer had an interest, and loading it with wheat. In the first trial he was found guilty, but appealed to the higher court.

Fort William, Ont.—The C. P. Ry. will change from steam to electrical motive power in its eltrs. The central power station will be located near the machine shop and a wire will run from it to the eltrs., in which motors will be installed in place of the steam engines. The eltrs., docks, yards and freight sheds will be lighted with electricity.

Port Arthur, Ont.—The Canadian Northern Ry. delayed letting the contract for the 2,500,000-bu. annex to its eltr. until the wheat crop reached a stage of growth guaranteeing a good harvest. Immediately on receiving the contract a race against time was begun by the Barnett & Record Co. A rush order has been given the Edw. Hines Lumber Co. for 8,000

extra long piles for the foundation, all to be delivered within 30 days. After the ice has closed navigation on the lakes and the present eltr. is filled the demand for the space in the new annex will be urgent.

Port Arthur, Ont.—The storage plant which is to be built for the C. N. Ry. by the Barnett & Record Co. will be located opposite the present lot of tile tanks and the conveyor belts so arranged that the grain may be received in either working house and discharged into any of the 160 circular bins or the 126 intermediate bins or into vessels by one house after it has been received by the other.

Regina, Assa., July 30.—The territorial department of agriculture in its report on the condition of crops, just issued, states that grains were in a satisfactory condition July 15, although some sections have been adversely affected by dry weather, but not to any very serious extent. Latterly the weather has been favorable. The aggregate estimated yield is considerably in excess of the crop of 1902, but the acreage is also very materially increased. It is believed that the 727,998 acres under wheat will yield 15,042,000 bus., against 13,956,850 bus. threshed from 625,758 acres in 1902. The oat crop is estimated at 11,803,000 bus., against 10,661,205 bus. in 1902, the acreage being 365,719, and 310,367 acres respectively. Barley is expected to yield 1,116,390 bus. from 42,445 acres, against 870,417 bus. from 36,445 acres in 1902. Flaxseed is estimated to yield 234,500 bus. from 27,599 acres, against 158,185 bus. from 17,067 acres in 1902.

Winnipeg, Man.—The conspiracy suit brot by W. T. Gibbins against 20 members of the Grain Exchange, for \$50,000 damages, was dismissed July 29, by Chief Justice Killam, who found: The defendants, Metcalfe, Spink, O'Reilly, Phillips, Crowe, Muir, Baird, Tilt, Hargraft and Stoddart, and also W. L. Parrish, some acting for themselves and some for firms or companies represented by them, did agree and combine together not to deal with the plaintiff. The effect of this combination and of the carrying out of this agreement was to reduce the plaintiff's business to his material damage. The defendants so combining were not actuated by any malicious feeling towards the plaintiff or the McIntyre Block people, or by any wish to injure him or them or any improper motive, but solely by the desire to serve the business interests of themselves and those for whom they were acting, and of the members of the exchange generally, and in protection of the market created under the rules of the exchange. The mere fact of one person refraining from dealing with another cannot of itself constitute a legal injury. A combination of several to so refrain is then not a conspiracy, to commit what is of itself illegal. A number of traders desiring to do business upon certain methods not illegal cannot be said to have conspired to do an illegal act, or to inflict legal injury, when they combine to refrain from dealing with those who refuse to adopt these methods, or who deal with others who refuse to do so. Even if a subordinate object is to render the business of any such unprofitable for the ultimate purpose of bringing

them to adopt the business methods of the combine, or even of driving them entirely out of business in competition with it. There does not seem to have been any design on the part of the defendants to obtain for themselves a monopoly of the grain trade or of any branch of it, or to drive out of business either the plaintiff or the McIntyre Block people. The combination in the pursuit of its objects therefore, did not affect any legal right of the plaintiff or operate to do him a legal injury.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,300.

W. G. Husband has severed his connection with Pratt & Buckley.

The first car of new flaxseed was received Aug. 4 from Kansas. It was graded No. 1.

The first car of new spring wheat arrived Aug. 6, from southern Iowa. It was graded No. 3.

W. B. Bogart, formerly with Carrington, Patten & Co., has gone into business on his own account.

It is alleged that the state's witnesses against Geo. J. Hammond, the bucket-shop operator, have been tampered with.

A special committee of the directors of the Board of Trade is investigating the allegation that the July oats deal was a blind pool.

Milmine-Bodman Grain Co. incorporated, \$100,000 capital. Incorporators, E. M. Ashcraft, R. M. Ashcraft and E. M. Ashcraft, Jr.

The directors of the Board of Trade have been petitioned to reconsider the adoption of the proposition to increase sampling fees.

The first hour in the pit July 28 is said to have been the most active ever known on the Board of Trade. The operator sent out 548 quotations.

Caney Grain Co. incorporated, \$5,000 capital, to buy and sell grain, operate warehouses and eltrs. Incorporators, Seymour Edgerton, H. F. Harvey and Fred W. Hansen.

An amendment to the rules limiting deliveries on Saturdays to 11 a. m. is proposed, thus allowing one banking hour to get certified checks. Deliveries on the last day of the month are excepted.

Wm. M. Timberlake, who has been with E. Seckel & Co. for seven years, has transferred his business to T. E. Wells & Co., and hereafter will have the entire grain growing territory for his field.

A big car load of No. 2 Red Winter wheat was shipped to Fyfe, Manson & Co., by Smith & Anderson of Sheridan, Ind., last week. It was P. F. W. & C. car 3625, contained 105,860 lbs. and netted \$1,358.54.

A man, known as China, was arrested May 26 for breaking into a car and stealing 2 sacks of grain. He was brot before Justice Callahan July 24, but took a change of venue to Justice Foster, who fined him \$50 and costs. Unable to pay the fine he was sent to the bridewell.

The Calumet & Western Eltr. Co. has succeeded the Calumet Grain & Eltr. Co. and subsidiary companies. The new company will continue to furnish shippers with eltr. facilities and handle consignments and future orders as before. The officers of the new company are M. H. Bennett, pres.; S. P. Buchanan, vice pres.; J. A. Pease, 2d vice pres.; W. K. Mit-

cnell, secy.; W. L. Pease, asst. secy., and E. M. Markwald, treas.

The amendment raising the membership transfer fee from \$25 to \$100 was defeated by a vote of 384 to 134. A majority of members objected to the proposition as tending toward exclusion, especially since the proceeds were to be devoted to the purchase and retirement of memberships.

Keith & Co. have protested against the assessment of \$100,000 this year and \$150,000 last year, as they have been doing no business. This year the assessors have included as real estate the grain eltrs. situated on railroad land and owned by firms who have built the houses on the leased site.

Edward M. Hawley, for four years chief clerk in the office of the state grain registrar at Chicago, has been appointed registrar to succeed Dan Hogan, who resigned to become a candidate for secretary of state. Mr. Hawley was a member of the state legislature for 4 terms, and owes his recent advancement to the political influence of Senator A. J. Hopkins.

Many shippers of car lots failed to get anywhere near the top prices during the last week of the July oats deal. The manipulators refused to buy except in round 5,000-bu. lots. Single cars went at a large discount. A few receivers whose consignments were large were thereby enabled to bunch their offerings in even lots at the full price, greatly to the advantage of the country shipper.

ILLINOIS.

Benson, Ill.—J. P. Huxtable is installing new machinery.

Irving, Ill.—File & Carriker have succeeded Wiley & File.

Bismarck, Ill.—Zac Deck has bot the eltr. of R. E. Pearce.

Hanna City, Ill.—Chas. Rindfleisch has succeeded J. M. Lambley.

Kent, Ill.—A. Keeler has completed extensive alterations on his eltr.

Bluffs, Ill.—H. & C. Oakes contemplate the erection of a 30,000-bu. eltr.

Chrisman, Ill.—Hartley & Fair have succeeded F. M. Murphy & Co.

Erie, Ill.—John McNeil has installed a 4-h. p. gasoline engine in his eltr.

Stronghurst, Ill.—Richardson & Co. have installed a gasoline engine.

Mazon, Ill.—Walsh & Strong have succeeded O. B. Fuller at this station.

Mays Sta., Ill.—The 300,000-bu. eltr. for F. L. Kidder has been completed.

Arthur, Ill.—The foundation has been laid for the new eltr. for C. E. Davis.

Rutland, Ill.—G. A. Sauer is overhauling the machinery in his eltr. and mill.

Hayes, Ill.—Roe, Barracks & Co. have succeeded the Hayes Grain & Coal Co.

Eureka, Ill.—J. M. Murray, formerly of Eureka, died some time ago, at St. Louis, Mo.

Spire, Ill.—The Spire Eltr. Co. has purchased ground and intends building an eltr.

Cardiff, Ill.—Ray Walsh, of Manhattan, has accepted a position with M. R. Walsh.

Whiteheath, Ill.—Mr. Murray, of Champagne, has purchased land and will build an eltr.

Clinton, Ill.—J. H. Williams, of Farmer City, has purchased land and will build an eltr.

Symerton, Ill.—Walsh & Brassel, of Campus, have bot the eltr. of Geo. Hargreaves.

Rochelle, Ill.—Arthur Hamaker has succeeded R. L. Jones as mgr. for the Neola Eltr. Co.

The July meeting of the Illinois Valley Grain Dealers Asso. was held at Streator, July 30th.

Emden, Ill.—O. E. Scott will have charge of the eltr. for Bartlett, Frazier & Carrington.

Muncie, Ill.—B. B. Minor will install a Constant Patent Chain Feeder, using the B. S. C. Chain.

Tomlinson, Ill., Aug. 5.—Corn and oats are about half a crop in this vicinity.—Murray & New.

Watson, Ill.—The National Eltr. Co. has succeeded John W. Jennings at Watson and Melwood.

Lane, Ill.—E. Hartsock has succeeded Danison & Hartsock, having bot the interest of Mr. Danison.

Milford, Ill.—L. T. Hutchins & Co. have bot the eltr. of A. J. Hall and will take possession Aug. 15.

Argenta, Ill.—The firm doing business at this station is McCarty & Gerber, not Gerber & McCarthy.

Padua, Ill.—Evans Bros. & Morisy have purchased the eltr. and grain business of A. H. Webber & Son.

Bethany, Ill.—R. W. Noble has succeeded Fleming & Noble, having bot the interest of Mr. Fleming.

Fox, Ill.—L. J. Jeter operates the eltr. at this station, on the Burlington road, instead of Jeter & Boston.

Decatur, Ill.—C. A. Burks has leased the C. H. & D. transfer eltr. and will operate it as a public house.

Pierson, Ill.—A. C. East and J. A. Kirby are not regular dealers and have no facilities for handling grain.

Rutland, Ill.—F. Z. Ames is refitting his eltr. thruout with new cups and belting and making extensive repairs.

The area of broom-corn in Illinois is estimated by the state board of agriculture at 17 per cent less than last year.

Ferris, Ill.—The eltr. for M. P. Schirtz has been completed. The T. P. & W. Ry. has laid a switch to his eltr.

Deland, Ill.—H. G. Porter & Co. have installed a new set of scales and a gasoline engine in their eltr. at Combs Switch.

Trivoli, Ill.—The eltr. at this station is owned and operated by C. H. Feltman, for whom Stoltzman and Jackson are agents.

Hume, Ill.—An addition has been built to the eltr. of Oscar Jones increasing the storage capacity from 60,000 bus. to 110,000 bus.

Murdock, Ill.—The National Eltr. Co. has succeeded F. M. Murphy & Co. at Murdock, Newman, Hildreth, Hume and McCowan.

Princeville, Ill.—Richardson & Co., Chicago, will open and operate the Santa Fe eltr., which has been closed for several years.

Orleans, Ill.—Hubbs, Lewis & Beggs have let the contract for the erection of an eltr., to cost \$6,500, to replace the eltr. burned June 28.

Grayville, Ill.—Geo. P. Bowman, Son & Co. are enlarging their eltr. and installing new engine and boilers, sheller and cleaner, and 2 additional stands of eltrs. They are also building a new boat to be

used in towing grain from points on the Wabash river to Grayville.

Edwardsville, Ill.—The wheat which was damaged by the fire of July 14, was sold to John Wittmer, of St. Louis, for 49½ cents a bu.

Esmond, Ill.—Wm. Ashelford will succeed N. E. Breaw. Mr. Breaw is making arrangements to engage in other business in No. Dak.

Fairmount, Ill.—Fire was discovered in the cob house of Hill & Crow, July 14, but it was put out before any material damage was done.

Metamora, Ill.—Snyder Bros. are having their eltr. raised about 3 feet which will give more store room and a greater fall to the chutes.

Cherrypoint, Ill.—Harry G. Epps has succeeded Epps & Jones at Cherrypoint, Garnes, Metcalf and Jessie, with headquarters at Metcalf.

Chrisman, Ill.—Oscar Jones has succeeded Epps & Jones at Chrisman, Horace, Hume and Hildreth. His headquarters will be at Chrisman.

Risk, Ill.—The 15,000-bu. eltr. of Rogers, Bacon & Co. burned July 31. Fire supposed to have been caused by the gasoline engine. Loss \$2,500.

Kempton, Ill.—The Kempton Farmers' Eltr. Co. incorporated, \$8,500 capital. Incorporators, Geo. W. Bates, Henry Raab, J. H. Decker and others.

Peoria, Ill.—Woolner Distilling Co. incorporated, \$1,000,000 capital. Incorporators, Samuel Woolner, Jr., Wm. B. Woolner and Adolph Woolner, Jr.

Atlanta, Ill.—Atlanta Grain, Lumber & Coal Co. incorporated, \$15,000 capital. Incorporators, Samuel Idding, Edgar Dyder, J. S. Rice and John S. Grinter.

Lafayette, Ill.—Scott & Handley, of Castleton, have bot the grain and lumber business of J. E. Potter & Co. Mr. Handley will take charge about Sept. 15.

Fisher, Ill.—F. L. Warner is building an eltr. B. S. Constant Co. will install 4 patent chain conveyors, 2 self-acting dumps and a double dust collector.

Findlay, Ill.—The Farmers Eltr. Co., not having secured the lease of an eltr. has selected 1 of its members, Jas. H. Coventry, to do a scoop shovel business.

Dimmick, Ill.—The eltr. of Ream & Kelso has been sold to Carrington, Patten & Co. by C. A. Burks, making 17 properties he has sold in the last few months.

Yorkville, Ill., July 27.—Corn very spoty and uneven; not more than 2-3 crop, if we had weather to order. Oats yielding 25 bus. to acre; good quality.—L. J. Jeter.

Green Valley, Ill.—The Barker Grain Co. has been organized by the farmers of Green Valley and will operate the Barker eltr. on the I. C. Ry.—McDonald Grain Co.

Hartsburg, Ill.—The Farmers Eltr. Co. has been organized and elected the following officers: S. J. Wolland, pres.; John McMath, vice-pres.; John H. Shirley, secy.

Mt. Zion, Ill., Aug. 1.—We are not going to be able to do much shipping this season. Our oat crop will not be more than half what it was last season.—J. C. Boyce.

Paris, Ill., Aug. 3.—Corn has made wonderful improvement during the past 30 days and with good growing weather for the next 40 or 50 days will have a fair crop. Oats threshing in this vicinity will be about over with the end of this week, unless unfavorable weather should come

in the meantime; the quality is very good, altho yield not up to an average, ranging from 25 to 55 bus. to the acre.—F. L. Kidder & Co.

Peoria, Ill.—The Van Tassel Grain Co. has succeeded Van Tassel & Bunn, R. W. Van Tassel continuing the business and assuming all trades and unsettled accounts.

Metropolis, Ill., July 31.—The wheat crop is very poor, only about 1 car to ship against 15 a year ago. The hay crop tho. is fine.—F. W. Bormann, secy. Farmers Grain Co.

Roseville, Ill.—Pratt & Pratt have replaced their 5-h. p. gasoline engine at this place with one of 10 h. p. and at Swan Creek they replaced a 6-h. p. engine with one of 12 h. p.

Catlin, Ill., July 30.—Most of the oats in shock. Threshing will begin the first of next week. Corn growing fast but some fields small for this time of the year.—R. K. Byerly.

Sterling, Ill.—The Northwestern Eltr. & Grain Co. has sold its office building and vacated its former site Aug. 1. The scales have been taken up until another site has been located.

Watseka, Ill., Aug. 5.—Oats are lightest in 10 years or since 1 have been buying. Yield from $7\frac{1}{2}$ bus. to 35 bus.; 20 bus. would be a high estimate; they weigh from 20 to 27 pounds.—John L. Smiley.

Rantoul, Ill.—Crane, Clark & McCullough have let the contract to the Burrell Engineering & Construction Co. for the erection of a 30,000-bu. eltr. which will increase the capacity to 50,000 bus.

Cissna Park, Ill.—The Cissna Park Grain Co. has succeeded M. Widner. The firm is composed of C. C. and A. C. Almsler, M. H. Keefe and E. L. Wiese, of Longview. C. C. Almsler will act as mgr.

Dewey, Ill.—J. M. Jones will install a Constant Feeder, Self-Acting Dump. An annex will also be built in which will be used 210 feet of the new B. S. C. chain, which will fill the bins as well as empty them.

Flora, Ill.—D. S. Mosier and Henry Booth have bot Miller's eltr. and took possession Aug. 3. Mr. Miller will transfer his time to the mill and eltr. of U. W. Blue & Co., in which he owns a third interest.

Mackinaw, Ill.—The Mackinaw Eltr. Co., which incorporated last February, has been disbanded because of dissatisfaction with the directors, who were given the power to erect an eltr. but have done nothing.

Fairbanks Sta., Ill.—W. R. Winings has bot the dump, cribs, storeroom and all grain interests of F. M. Powell and will take possession Sept. 1. Mr. Winings contemplates erecting an eltr. on the site of the dump.

Roseville, Ill., Aug. 8.—Oat crop is turning out very light with us; not over 50 per cent of crop. Corn is spotted; early corn looks good but late corn is too short to make corn. Have lots of old corn here.—Pratt & Pratt.

Freeport, Ill.—The B. P. Hill Grain Co. incorporated, \$30,000 capital, has succeeded C. S. Hill & Son, altho there will be no change in the management, the old firm controlling the new company.

Lacrosse, Ill., Aug. 5.—Threshing just about completed here. Oats making from 8 to 35 bus. per acre and very light. Wheat about 10 bus. and of good quality. Corn is going to be short crop this year on account of dry weather. Needing rain

very badly here now. Very little grain coming to market.—Lionberger Bros.

Ste. Marie, Ill.—The 25,000-bu. eltr. for C. E. Lamotte has been nearly completed. It will be equipped with Marseilles machinery, except meal and feed grinder, and a 25-h. p. New Era Gasoline Engine.

East Lynn, Ill.—We have enjoyed reading a paper that contains all the news and is printed in the interest of the dealers. No up-to-date dealer can afford to do without the Journal.—Snyder & Dunavan.

Maroa, Ill.—The Maroa Eltr. Co. intends building an eltr. and has appointed the following directors, as a committee on eltr.: J. S. Stoutenborough, C. G. Persinger, John Marsh, Benj. Parker and J. B. Shaw.

Mattoon, Ill.—Paul Sours of Mattoon is still persistently scoop shoveling at Montgomery station, a siding between Jones Switch and Lerna and about 1 mile from each point, on the Peoria division of the I. C. Ry.

Princeville, Ill.—A petition of involuntary bankruptcy has been served on Jas. E. Wakefield and a custodian and temporary receiver has been appointed at the request of the heirs of his former partner, Mr. Best, who died recently.

Rock Island Sta., Galt P. O., Ill.—The eltr. of J. C. Quinn burned Aug. 1, with about 500 bus. of grain. Loss about \$2,000, partly covered by insurance. The fire is tho. to have been set by tramps. Mr. Quinn expects to rebuild.

Farmer City, Ill.—The Farmer City Grain Co. has bot W. B. Sill's eltr. for \$5,500 and succeeded J. H. Williams in the grain business. The eltr. has a capacity of 20,000 bus. and is situated on the Big Four. Emerson French will act as mgr.

Bloomington, Ill.—H. H. Randolph of Decatur, has opened an office in the Livingston bldg., with Frank G. Olson as manager, and is fully equipped to execute orders for future delivery of grain. He has private wire and telephone connection.

Springfield, Ill., Aug. 3.—Corn benefited where rain occurred, but advancement not entirely satisfactory; nights too cool latter part of week; characteristic of crop is unevenness, and irregular pollenization will ensue; harvesting oats practically finished, thrashing progressing, yield generally below average; barley and rye yielding well, but wheat disappointing; large hay crop secured; second crop of clover making good growth.—Government Report.

Cerro Gordo, Ill., July 29.—Business has been exceptionally good this spring; had a very free movement of grain all the spring. Cars have been plenty for the movement of grain since April. Corn well cleaned up; about 20 per cent in the farmers' hands. The old oats are about all shipped out; new oats are not turning out as well as was expected, running from 20 to 40 bushels to the acre. Corn is doing well but it needs the best kind of weather from now on to make more than half a crop.—J. M. Shively & Co.

Peoria, Ill.—Receipts at Peoria for the month of July, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were: 90,400 bus. wheat, 1,861,000 bus. corn, 954,400 bus. oats, 12,000 bus. rye, 27,000 bus. barley, 510 tons mill feed; compared with 540,750 bus. wheat, 1,015,050 bus. corn, 902,100 bus. oats, 21,800 bus. rye, 28,600 bus. barley, 540 tons mill feed, for July, 1902. The shipments for July were: 52,000 bus. wheat, 463,000 bus. corn, 1,023,400 bus. oats, 7,600 bus. rye, 16,100 bus. barley, 9,463 tons mill feed; compared with

83,910 bus. wheat, 219,950 bus. corn, 707,500 bus. oats, 3,000 bus. rye, 17,400 bus. barley, 4,597 tons mill feed for the month of July last year.

INDIANA.

Osgood, Ind.—W. D. Wilson is engaged in the grain business.

Greensburg, Ind.—E. K. White has succeeded J. H. Hornung.

Desota, Ind.—W. O. Day has discontinued his grain business.

Oaklandon, Ind.—Thos. E. McCord is new in the grain business.

Ingalls, Ind.—Randall Bros. are no longer in the grain business.

Columbia City, Ind.—Bash & Christian are out of the grain business.

La Otto, Ind.—J. W. Chambers Grain Co. has discontinued at this station.

Indiana will expend \$5,000 on a corn show at the St. Louis World's Fair.

Union Mills, Ind.—Arden Hay has succeeded McLane, Swift & Co. at this station.

Shideler, Ind.—Slack Bros. & Jay Grain Co. has discontinued business at this station.

Nicke, Ind.—W. L. Maxwell & Co., of Valparaiso, will build a modern eltr. here soon.

Frankton, Ind.—J. P. Shoemaker, of Daleville, has succeeded W. H. H. Quick & Co.

Lafayette, Ind.—The Crabbs-Reynolds-Bell Co. has leased ground and will build an eltr.

Union City, Ind.—The Mead Grain Co. has installed 2 of Philip Smith's Improved Wagon Dumps in its new eltr.

Terre Haute, Ind.—The eltr. of the Majestic Distillery burned July 25. Loss, \$100,000, covered by insurance.

Raub, Ind.—Kirkpatrick Bros. have raised the cupola over 1 eltr. leg head and thus improved the bin spouting.

Royal Center, Ind.—Threshing well along; wheat and oats, quality good, will be about half crop.—W. G. Sweet.

Moroceo, Ind.—B. L. Archibald has succeeded Archibald Bros., S. M. Archibald having retired from the firm.

Linden, Ind.—The Marsden Co. contemplates converting its feed and cellulose plant into a large corn products mill.

Osgood, Ind.—The Osgood Grain Co. has equipped its eltr. since remodeling with machinery purchased from Philip Smith.

Cayuga, Ind.—Thos. H. Wheeler has leased the McDermid eltr. which was formerly operated by the Middle Division Eltr. Co.

Raub, Ind.—The Cleveland Grain Co. has built a 10-foot addition to its office and a new roof over the wagon scale platform.

Raub, Ind., Aug. 4.—Oat threshing in progress; yield is from 15 to 30 bus. per acre, and very light weight.—Agt. Cleveland Grain Co.

Goodland, Ind.—The new 100,000-bu. cleaning and transfer eltr. of the Hartley Grain Co. has been completed by Henderson & Friedline.

Fort Wayne, Ind.—The Western Ohio Assn. of Grain Dealers met July 23 in the Randall hotel. Vice-pres. Tinkham, of Latty, O., presided because of the absence of Pres. Deweese. It was recommended that dumps be installed in all

eltrs. as a substitute for sacks to allow the farmers to haul their grain loose in their wagons.

Elwood, Ind., Aug. 4.—Having fine rains at present and the outlook for new crop of corn is 50 per cent better than a week ago, altho we can't expect a good crop this year.—Jay Grain Co.

Ambia, Ind., Aug. 3.—Oats yielding from 20 to 40 bus. per acre; testing 24 to 27 pounds per bus. Corn looks fair; with good weather will probably make 60 per cent of a crop.—Summers Bros.

Clymers, Ind.—Henderson & Friedline have completed a 15,000-bu. eltr. for H. G. Reed & Co. Power will be supplied by a 20-h. p. steam engine. It is equipped with hopper and wagon scales. John Phillips will have charge.

Clarkshill, Ind.—The Mollett Grain Co. has bot the eltrs. at Clarkshill and Fickle, formerly operated by J. O. Finch & Son. The company is composed of Worts & Emmick, of Toledo, and Chas. W. Mollett, with headquarters at Frankfort.

Sellersburg, Ind.—The Southern Indiana Grain Co., of Sellersburg, of which R. E. Pickerell was the official head, has gone out of business, the Grain Dealers' Assn. having given wide circulation to the troubles with Charles Rippe, of Forrest City, Ia.—Louisville Courier-Journal.

IOWA.

Oskaloosa, Ia.—Neri Ogden has sold his eltr.

Remsen, Ia.—James Ahmann has succeeded Eichhorn & Ahmann.

Hull, Ia.—The Reliance Eltr. Co. has succeeded the Spencer Grain Co.

Rhodes, Ia.—Geo. Gilbert, owner of the only eltr. in Rhodes, died July 26.

Lake Mills, Ia.—H. A. Gregg, grain buyer for Eckert & Williams, has resigned.

Eleanor, Ia.—The Nye-Schneider-Fowler Co. will build an eltr. on the C. & N. W. Ry.

Belle Plaine, Ia.—B. F. Weymer has leased and is operating the eltr. of G. C. Fanton.

Colo, Ia.—Ed. Bailey has given up his position as mgr. for the Northern Grain Co.

Dike, Ia.—E. V. Molsberry has taken charge of the eltr. for the Nye-Schneider-Fowler Co.

Calumet, Ia.—The new eltr. of E. Mann will be equipped with an improved Hall Distributor.

Boyden, Ia.—Harry Fink, of Rock Valley, will buy grain at the new eltr. of C. B. Lamkin.

Fremont, Ia.—Beck & McFall have succeeded R. F. Montgomery. Burton Beck will have charge.

Hull, Ia.—The Hull Roller Mill Co. is installing a new wagon dump. — Agt. Truax & Betts Etr. Co.

Morse, Ia.—Wm. Andrews & Co. will assume charge of the eltr. which has been operated by the Clinton Grain Co.

Minden, Ia.—John Reese, formerly of Little Rock, has bot a half interest in the eltr. property of J. H. C. Stuhr.

Little Rock, Ia.—John Reese has resigned his position with the D. Rothschild Grain Co. and will remove to Minden.

Ridgeway, Ia.—The Farmers Grain & Stock Co. has let the contract to Younglove & Boggess for the erection of an

eltr. to cost \$3,575 and which is to be completed Sept. 15.

Iowa Falls, Ia., Aug. 3.—Harvesting about done; oats light in yield and quality. Lots of rain at present.—C. L. Kinney.

Harlan, Ia.—C. C. Rasmussen & Son have bot the eltr. on the C. G. W. R. R., formerly operated by the Des Moines Eltr. Co.

Malcolm, Ia.—The eltr. of F. P. Hubbert was struck by lightning July 29 and burned. Loss about \$10,000, covered by insurance.

Lamoni, Ia.—J. W. Smith has painted his whole plant, removed the seed house to a more convenient position and reshingled 1 of the granaries.

Collins, Ia.—The eltr. of the Atlas Grain Co. was struck by lightning. Considerable damage done to shingles and sheeting; no fire, nor damage to machinery.

St. Ansgar, Ia.—Roe & Fedson have succeeded the C. E. Fedson Est., J. M. Roe, formerly agt. for the Hunting Eltr. Co. at Carpenter, having bot an interest in the business.

Cedar Rapids, Ia.—H. Wetzel & Co., formerly of Minburn, have leased the steel storage of T. G. White Cereal Co. and will do a track buying and cleaning in transit business.

Buffalo Center, Ia.—Livermore Bros. have dissolved. F. S. Livermore becomes the owner of the eltrs. at Buffalo Center and Rake, while Geo. Livermore takes the one at Swea City.

Gilmore City, Ia.—C. W. Edington has cut off the bottom story of his old eltr. letting the upper part down on the foundation and will use it as a storeroom in connection with his new eltr.

Mondamin, Ia.—In this locality corn crop will not be more than 40 per cent of the average. Wheat badly blighted, average about half crop.—C. E. Brownlee, agt., Trans-Mississippi Grain Co.

Minburn, Ia.—Wm. Claussen, of Shelby, has succeeded E. J. Kiddle as grain buyer for the Des Moines Eltr. Co. Mr. Kiddle will take a 2 weeks' rest and will then take a position at another station.

Cedar Rapids, Ia., Aug. 3.—T. G. White's cereal mill was nearly destroyed by fire due to spontaneous combustion in slack coal. All the inside walls of the engine room were badly charred and belts destroyed.

Hanlontown, Ind., Aug. 8.—Threshing in full blast. Oats yield 40 bus., but uneven, some heavy and some quite light. Corn doing splendid but at best can't get more than ½ to 2-3 crop. Barley and flax fair.—J. Gerber.

Greenfield, Ia.—Don O. Walsworth, of Fontanelle, has bot a third interest in the business of J. H. Hulbert & Co. at Greenfield, Cumberland and Massena. Mr. Walsworth will have charge of the eltr. at Greenfield to succeed Fred Johnston.

Ida Grove, Ia., Aug. 3.—The farmers are all telling hard-luck stories. We, however, judge wheat to yield about 12 bu.; more plump than last year. Oats will test from 20 to 30 bus. with the majority under 25. Barley stained.—G. W. King & Son.

Valeria, Ia.—The eltr. and adjoining corn crib of Bowen & Regur burned Aug. 2 with 21 cars belonging to the Great Western Ry. Loss, nearly \$20,000, fully insured. The fire started in the cars but there was no power at hand to move them from eltr.

Des Moines, Ia., Aug. 10.—The official crop report of Geo. A. Wells, Secy. of the Iowa Grain Dealers Assn., for Aug. 1, gives the following average yield per acre as indicated by reports from threshers in eight of the nine districts: Spring wheat, 11.27 bus.; winter wheat, 17 2-3 bus.; oats, 28½ bus.; rye, 17.4 bus.; barley, 24.22 bus.; flaxseed, 8.4 bus.

Collins, Ia., Aug. 6.—Threshing is in full blast, and new oats moving in; the yield is from 30 to 50 bu. per acre with a test of about 26 lbs. per bu. Barley badly shriveled, yields about 25 bu. per acre and tests about 40 lbs. per bu. Corn looks fine, weather excellent, if it continues should have fair crop.—Martin H. Troup, agt., Atlas Grain Co.

Holmes, Ia., July 25.—Most of the oats are cut; quality fair, but the yield will not reach ½ of the ordinary year. Some corn begins to tassel out; most is between 1 and 2 feet high, and therefore much behind. Unless we have a very favorable fall this last named corn will not amount to much. Altho the farmers are nearly thru with harvest, all are still busy plowing corn.—Veldhouse & Son.

Des Moines, Ia.—Ben Coon, formerly traveling auditor for the United Grain Co., with headquarters at Kankakee, Ill., has succeeded J. M. Brown in charge of Chas. Counselman's Iowa eltrs., Mr. Brown having retired on account of ill-health. Mr. Coon is thoroly familiar with line house work and surely will be a valuable acquisition to the Counselman force.

Des Moines, Ia., Aug. 3.—Four to five days of good weather for completing harvest and threshing; latest reports as to output of wheat and oats quite variable and somewhat disappointing; copious showers have been timely and beneficial to corn, flax, late potatoes, and pastures; early corn earing finely, with sufficient moisture to reach maturity.—Government Report.

Wright, Ia., Aug. 7.—Corn will average 3 weeks late and with most favorable weather will not make over ½ an average crop. Oats are good color, but disappointing in yield and weight—18 to 37 bus. per acre and 24 to 28 lbs. per bu. Barley is good quality for feeding and runs 14 to 24 bus. per acre. Hay crop immense. No old corn on hand in this vicinity—all cribs empty.—D. K. Unsicker.

Wilton, Junction, Ia., Aug. 7.—We are having all kinds of weather—hot and cold. The growing corn is getting the worst of it. Some fields on the clay hills between here and Muscatine will not produce 10 bus. per acre; the best yield will not exceed 30 bus. The corn fields north of us are said to be much better. Hay and barley crop above the average. Oats ruined by rust; product is all chaff.—E. W. C.

Hanford, Ia., July 24.—Oat harvest in full blast here. Crops very spotted; some early pieces on high ground good, some late sowing damaged by rust. Corn also spotted; some good pieces tasseling out and some not over 12 inches high. A considerable quantity of corn has been planted very little over a month. No old corn in the country to speak of; is worth more here than in Chicago; 50 to 55 cents, to sell to feeder.—J. W. Tanner, agt., Nye-Schneider-Fowler Co.

Marshalltown, Ia.—The members of the Iowa Grain Dealers' Assn. in the central part of the state met here July 31 at the Pilgrim hotel. Those present were: Secy. Geo. A. Wells, of Des Moines; E. L.

Howell, H. C. Hendal, A. N. Drake, G. C. Jones, Radcliffe; F. C. Willson, C. L. Roberts, Grinnell; L. G. Beale, Gilman; I. L. Patton, Newton; L. G. Clay, Newburg; Richard Mott, A. C. McKnight, E. D. Hamlin, Des Moines; M. M. Patton, W. H. Stipp, State Center; Peter Hanson, McCallsburg; N. R. Clift, Zearing; E. S. Troxel, Melbourne; Charles Moser, Eldora; E. J. Roarty, Malcom; W. M. Hutchinson, Toledo; J. C. Riddle, Jewell; W. H. Richards, Ellsworth; A. Brackney, Clemons; C. C. Buck, Hubbard; J. H. Larson, Roland; P. R. Frazier, Nevada; E. L. Erickson, Story City; Peter Robinson, St. Anthony. W. R. Sterrett, of Oskaloosa, traveling freight agent of the Iowa Central, was also in attendance.

KANSAS.

Pratt, Kan.—Geo. R. Smith is building an eltr.

Plevna, Kan.—J. N. Hinshaw is building an eltr.

Peru, Kan.—An eltr. will be built by the Peru Mills.

Belleville, Kan.—Leonard Nelson is building a large eltr.

Ludell, Kan.—The Central Granaries Co. is building an eltr.

Rossville, Kan.—J. C. Bradley has installed new machinery.

Utica, Kan.—A. H. Foulks is a farmer and scoop shovel buyer.

Meade, Kan.—Reynolds & Allen will buy grain at this station.

Kackley, Kan.—A. H. Pooge is building an addition to his eltr.

Athol, Kan.—A. C. Davis & Co. have installed a gasoline engine.

Solomon, Kan.—C. Hoffman & Son. have leased the Rock Island eltr.

Muscotah, Kan.—L. Courtelyou will install an improved Hall Distributor.

Osage City, Kan.—Ed Martin has accepted a position with Asher Adams.

Rozel, Kan.—Lee Arnold has returned to this place to buy the Farmers' Eltr. Co.

Winfield, Kan.—Wm. W. Lockwood has bot a No. 1 Ohio Sheller from Philip Smith.

Lewis, Kan.—The Farmers' Co. is building a 10,000-bu. grain bin adjoining its eltr.

Sylvan Grove, Kan.—F. E. Netzger will have charge of the eltr. for the Midland Eltr. Co.

Cleveland, Kan.—The eltr. of J. F. Cheatum burned July 30 with 3,000 bus. of wheat.

Cunningham, Kan.—Radcliffe Bros. have overhauled their eltr. and rebuilt the scale.

Norwich, Kan.—Norton & Northrup have bot the eltr. from the E. K. Nevling Grain Co.

Perry, Kan.—Michael Boyle has succeeded Mr. Gorsuch as mgr. for W. H. Pendleton.

Great Bend, Kan.—The Farmers Eltr. has resumed business with Mr. Radenburg as mgr.

Whitecloud, Kan.—Work has been started on the eltr. and mill for the J. H. Lynds Grain & Eltr. Co.

White Cloud, Kan.—J. H. Lynds is installing a 500-bu. Howe Hopper Scale purchased of the York Foundry & Engine Works.

Harper, Kan.—A. J. Rymph, a farmer living north of Harper, is building an eltr. and will buy grain for feeding.

Chase, Kan.—The eltr. of the Chase Grain & Supply Co. will be equipped with an improved Hall Distributor.

Valley Falls, Kan.—B. C. Ragan & Sons are putting in a steam plant in connection with water power in their eltr.

Ludell, Kan.—The Farmers' Grain, Live Stock and Supply Co. has let the contract for the erection of an eltr.

Osborne, Kan.—Improvements have been made on the eltr. of W. C. Smith and the bin capacity has been increased.

Dearing, Kan.—Wm. F. Lugenbeal will buy grain for the H. L. Strong Grain Co. and expects to build an eltr. and dump.

Pearl, Kan.—The eltr. of Clarence Taylor burned Aug. 3 with 5,000 bus. of new wheat and some corn. Loss \$8,000, with no insurance.

Duquoin, Kan.—The Harper Mill & Eltr. Co., of Harper, has let the contract for an 8,000-bu. eltr. F. M. Roberts will have charge.

Oneida, Kan.—Gregg Bros. Grain Co. is repairing its eltr. Machinery and supplies are being furnished by York Foundry & Engine Works.

Salina, Kan.—The Pease Grain Co., composed of Robert Pease, of Cheyenne Wells, Colo., and Taylor Miller, will operate the Miller eltr.

Kirwin, Kan.—The eltr. of F. W. Gaunt & Co. has been undergoing repairs and the capacity has been increased 5,000 bus. C. C. Freeman is mgr.

Kansas grain men are also afflicted with the oil well fever. Several companies have been organized to drill wells and more are forming.

Millerton, Kan.—Geo. Lamon has accepted a position with the Pacific Etr. Co., of Kansas City, and will have his headquarters at Preston.

Kansas City, Kan. The State Grain Commissioners will endeavor to have the railroads provide special tracks on which to hold cars for inspection.

Potter, Kan.—The Potter Eltr. was struck by lightning July 30. Mr. Robinson, who was at work in the basement, was stunned by the stroke.

Coffeyville, Kan.—W. A. Stuckey has retired from the Stuckey-Wilson Grain Co. and E. H. Wilson has become a member. The company will continue as before.

Moundridge, Kan.—Jacob Strauz and Henry Toeys have formed a partnership and will operate the eltr. owned by Mr. Strauz. Mr. Bush, of Newton, will have charge.

Smith Center, Kan.—A. C. Davis & Co. are overhauling and rebuilding their eltr. and a gasoline engine will be installed to take the place of the horse power formerly used.

Hoyt, Kan.—Clyde Thompson and Miss Grace King, of Holton, were married in Topeka July 29. Mr. Thompson is associated with his father, S. J. Thompson, in the grain business.

Valley Falls, Kan., Aug. 3.—Very good prospect for corn crop. Wheat running from 15 to 20 bus. to the acre; oats about 40 bus., but mostly light on account of rust.—B. C. Ragan & Sons.

Blue Rapids, Kan., Aug. 7.—Wheat threshing returns very disappointing; yield 10 to 17 bus., quality not very good, testing up to 57 lbs. No oats threshed

yet. Heavy movement of corn. Prospect for corn crop much improved.—W. F. Peacock.

Alden, Kan.—Henderson & Friedline have completed a 20,000-bu. eltr. for the Farmers Grain, Fuel & Livestock Co. It is equipped with an Invincible Separator and an 18-h. p. gasoline engine.

Marysville, Kan.—W. M. Nellans has leased the eltr. of the Local Grain Co. for one year and has assumed control. W. R. McLaughlin, the former mgr., expects to return to the practice of medicine.

Gardner, Kan.—Ward & Ayres will increase the capacity of their eltr. about 5,000 bus. A mill building 40x24 feet and 3 stories high will be built on the west side of the eltr. for grinding cornmeal and eventually for flour.

Ellinwood, Kan.—The Ellinwood Grain & Supply Co. is given a very complimentary notice in the Ellinwood Leader. The company is one of the farmers assns. that is doing business on business principles. D. S. Warwick is manager.

Topeka, Kan.—Western Kansas counties are to be sued by the Attorney General for money advanced by the State during 1891 and 1895 for the purchase of seed grain for sellers whose crops were destroyed by the drouths of those years.

Kansas City, Kan.—The new Board of State Grain Commissioners met on the afternoon of July 31 in the office of Chief Grain Inspector John W. Radford to make changes in the grade for the coming crop year. The following changes and additions were made: No. 1 hard wheat shall be required to weigh 62 pounds to the bu., instead of 61 lbs. Badly stack-burned wheat is added to the rejected class. No. 1 red wheat shall be required to weigh 62 pounds to the bu., instead of 61 pounds. Same addition made to "rejected" class as in No. 1 hard. A new grade of corn is established, to class between No. 4 and "no grade." Kaffir-corn instead of being graded as No. 1, 2, 3 and 4, mixed, shall be graded as No. 1, 2, 3 and 4 white and No. 1, 2, 3 and 4 red, color to show $\frac{7}{8}$. No. 1 oats shall be required to test 32 pounds to the bu., no weight test having previously been established for oats. No. 2 oats shall be required to test 28 pounds to the bu.

KENTUCKY

Louisville, Ky.—E. G. Duckwall suffered a fire loss recently.

MICHIGAN.

Linden, Mich.—T. J. Winget & Son will install an improved Hall Distributor.

Linkville, Mich.—J. G. Regenscheid has installed a gasoline engine and other new machinery in his eltr.

Freeport, Mich.—The eltr. of J. D. Cool burned July 25. Loss \$4,000, insurance \$2,000. He is expected to rebuild.

Lawton, Mich., Aug. 3.—Grain in this locality is more than a usual crop; very little marketed here.—T. J. Birney.

Battle Creek, Mich.—The directors of the Michigan Grain Dealers' Asso. on July 24 appointed M. G. Ewer secy. and treas. of the new organization.

Bad Axe, Mich.—The Bad Axe Grain Co., a new company, has succeeded W. H. Carey & Co. and the Wallace Co. The new firm will erect a bean eltr.

Lapeer, Mich.—Cary & Thompson are making extensive repairs in their eltr. and hay sheds. A 15-h. p. engine and 2 im-

proved grain and seed cleaners, with a capacity of 600 bus. an hour, will be installed, and the capacity of their hay sheds has been doubled.

Battle Creek, Mich.—Michigan manufacturers of wheat flakes met July 9 at Battle Creek and formed a temporary organization to reduce selling expenses.

Lenox, Mich., July 27.—Wheat poor in this part of the county; oats nearly average crop. Corn fair, but about 2 weeks late. Beans good.—Farmers' Eltr. Co.

Bad Axe, Mich., Aug. 6.—New wheat will move in about 2 weeks; a good grade expected but light yield. Oats, beans and peas promise to be bumper crops and all a good quality.—O. W. Leoffler.

Portland, Mich.—O. C. Allen has succeeded Smith & Allen, Mr. Allen having purchased the interest of John W. Smith. The capacity will be increased and new machinery will be installed.

Grand Rapids, Mich., Aug. 3.—Week generally favorable for harvest work and crop growth, except in Upper Peninsula, where some hay was damaged; hay, wheat, rye and barley mostly well secured; oat harvest becoming general; corn much improved and quite promising; beans, buckwheat, sugar beets and late potatoes doing finely; peas yielding well; apples continue fairly promising; peaches ripening nicely; plowing becoming general.—Government Report.

MINNEAPOLIS

J. E. Stephens has bot an interest in R. W. Cassell & Co.

Memberships in the Chamber of Commerce are selling for \$3,000.

The new eltr. of the Loomis Eltr. Co., on the C. M. & St. P. Ry., will be 24 feet square and 50 feet high.

Geo. B. Rait has accepted a position as auditor for the line of eltrs. of the Devereux Eltr. Co. in Minnesota, Iowa and Nebraska.

The Marfield-Griffiths Co., incorporated, \$250,000 capital, and has succeeded the Brooks-Griffiths Co. J. R. Marfield is pres.

F. J. Carnahan, secy. of the Federal Eltr. Co., and B. P. St. John, of Heron Lake, have applied for membership in the Chamber of Commerce.

Geo. D. Rogers, secy. of the Chamber of Commerce, estimates 200,000,000 bus. as the wheat crop of Minnesota and No. and So. Dakota this year.

The Minnesota Grain Co. and the G. B. Gunderson Co. were consolidated on Aug. 5. The business will be continued as the Minnesota Grain Co., with G. B. Gunderson as mgr.

During a windstorm July 27 a portion of the wall of the No. 2 annex of the Star Eltr. was blown out and fell upon the engine house, crushing it and damaging the machinery. The night watchman was slightly injured. Loss, \$5,000.

The committee of arrangements for the convention of the Grain Dealers National Assn., appointed by the Chamber of Commerce, is composed of Wm. C. Edgar, chairman; J. L. McCaull, E. S. Woodworth, A. F. Brenner, C. C. Wyman, R. Troendle and C. E. Wenzel.

In its answer to the suit brot by the Chamber of Commerce to restrain the use of its continuous market quotations the Independent Grain & Stock Exchange asserts "that the trades in futures made by the Chamber of Commerce every year involve 3,600,000,000 bus. of wheat, while

the world's yield in a year does not exceed 1,560,000,000; that this form of business is gambling and damages the best interests of the city and state, weakening and lowering the moral standards of the community." If this is true, why doesn't the Independent quit the bucket-shop business?

MINNESOTA.

Dundas, Minn.—L. L. Babcock will build an eltr.

Reading, Minn.—Mr. Glab will act as agt. for J. H. James.

Webster, Minn.—H. N. Babcock has let the contract for an eltr.

Madelia, Minn.—The farmers' eltr. was sold at sheriff's sale recently.

Hurley Sta., Minn.—The Western Eltr. Co. is building a 25,000-bu. eltr.

Georgeville, Minn.—The Osborne-McMillan Eltr. Co. will erect an eltr.

Cleveland, Minn.—The 25,000-bu. eltr. for H. N. Babcock has been completed.

Le Sueur Center, Minn.—H. N. Babcock has just completed a 25,000-bu. eltr.

Frost, Minn.—The Nye-Schneider-Fowler Co. will install an improved Hall Distributor.

Wildor, Minn.—Ed Raymond of Spirit Lake, Ia., has taken charge of the St. John Grain Co.'s eltr.

Storden, Minn.—The Devereux Eltr. Co. opened its 20,000-bu. house Aug. 3. Mr. Johnson has charge.

Kasota, Minn.—The contract has been let by H. N. Babcock for the erection of an eltr. at this point.

Minneota, Minn.—L. Deen, of Petersburg, Ind., has succeeded W. H. Deen as buyer for the Western Eltr. Co.

Mapleton, Minn.—The Farmers' Eltr. Co. will not operate its eltr. this year, the losses for last year having reached \$602.

Belleplaine, Minn.—W. H. Nichols, grain buyer for the American Grain Co., and Sam Kahn have leased the Peavey eltr.

Olivia, Minn., Aug. 8.—Wheat crop will be fair; oats good; barley good; flaxseed good; corn prospects fair.—J. W. Ployhart.

Dover, Minn.—The eltr. of G. C. Stevenson & Co. burned July 30. The fire is supposed to have been of incendiary origin.

Olivia, Minn., July 28.—Wheat, flax, barley and oats are fair. Corn conditions fair but is some backward.—C. G. Ployhart, agt.

East Grand Forks, Minn.—The East Grand Forks Transportation Co. will build an eltr. on the Red river 5 miles south of Bigwoods.

Rapidan, Minn.—The S. Y. Hyde Eltr. Co. is tearing down its warehouse and will erect an eltr. Dump scales and a gasoline engine will be installed.

Delhi, Minn.—The Farmers' Grain & Fuel Co., incorporated, \$10,000 capital. D. R. McCorquodale, pres.; A. D. McLean, secy.; J. A. Piersol, treas.

Duluth, Minn.—The Marfield-Griffiths Co. has opened an office here with S. A. McPhail, formerly with the Van Dusen-Harrington Co., in charge.

Arco, Minn., Aug. 7.—Crops in this vicinity do not look good as it has been very wet, and the low lands are more or less under water.—F. W. W.

Oakland, Minn., Aug. 7.—Grain pretty generally cut; stacking well under way.

Crops below average in quantity; quality about average.—Frank Morgan, agt.

Nashua, Minn.—The Farmers' Eltr. Co. incorporated, \$10,000 capital. Incorporators, P. F. Nash, Geo. W. Mace, Anthony Prohosky, E. C. Downey and others.

Ortonville, Minn., July 25.—The growing grain in our neighborhood is very good; considerably above the average crop.—Ortonville Eltr. & Milling Co.

Okabena, Minn., July 23.—Wheat, oats and barley show about 45 per cent; corn 10. Flax seems to be doing better than the other grains.—Agt. S. Y. Hyde Eltr. Co.

Kenneth, Minn.—The Douglass Eltr. Co. will close this eltr. for the season on account of hail destroying crops. It is estimated that there will be less than 20 cars of grain to ship.

Arco, Minn.—The Farmers' Independent Eltr. has opened its new 25,000-bu. eltr. with W. N. Roberts as mgr. A. W. Magandy, of Tyler, Minn., opened a 20,000-bu. eltr. here Aug. 1 with J. Griffith as agt.—F. W. W.

Duluth, Minn., Aug. 1.—The total receipts of all grain for the crop year were 66,214,844 bus., compared with 68,457,117 for the preceding year. The total shipments were 66,168,852 bus., against 63,520,601 bus. for the crop year of 1901-1902.

Butterfield, Minn., July 29.—Crop prospects not very bright in this locality owing to too much moisture. Wheat from 8 to 12 bus.; oats, 50 to 60. Rye very poor. Corn, probably 10 per cent of planted will mature.—P. Martens, Jr., mgr. Farmers' Eltr. Co.

Worthington, Minn.—J. H. James, who resides here and owns an eltr. at Reading, has accepted the position of traveling representative of A. L. Somers & Co., Chicago, with his territory in northwestern Iowa, southwestern Minnesota and southwestern So. Dakota.

Ormsby, Minn., Aug. 6.—Wheat small acreage and poor. Oats damaged by rust and will be light quality. Barley will be light and colored to some extent. Flax will be good; late seed may suffer frost. Corn uncertain; late frost will give opportunity for good crop.—P. C. Boyers, agt. Great Western Eltr. Co.

Lamberton, Minn., Aug. 1.—Crops are doing nicely in this locality; plenty of rain. Rye, oats and barley all cut. Wheat not ripe yet; corn doing well. Splendid weather for all small grains; if weather continues another week we will have our greatest and best crop for many years.—H. Miller, agt. Bingham Bros.

St. Paul, Minn.—Martin Lally, of Crookston, has been appointed a member of the state board of grain appeals by Gov. Van Sant. The following members have been reappointed: Jas. K. Stone, Montevideo; E. H. Pugh, Duluth; A. J. Strong, Alexandria; Franklin E. Greenleaf, Minneapolis; A. C. Aaby, Rockdell.

Minneapolis, Minn., Aug. 3.—Generally moderate rains early and late in week and cold mornings of 30th and 31st delayed ripening of green wheat and oats and improved filling; barley nearly all cut and much stacked; oat cutting well advanced and wheat and flax cutting begun; wheat on summer fallow in north good, but on other lands generally poor; southern wheat and oats rusted; barley and rye being threshed; corn backward.—Government Report.

Park Rapids, Minn., July 25.—Grain is going to the dogs here. Wheat not bet-

ter than 6 or 7 bus. per acre; oats, 20 to 25; rye, 7. Corn doing fairly well, make few only. A grain buyer from St. John, N. D., reports crops no better in that section than here and all late seeding and spring plowing very poor. Rain won't help wheat now but cool weather wud give more time to ripen and might hold the present condition.—Agt. St. Anthony & Dakota Eltr. Co.

Plainview, Minn., Aug. 4.—The crops of southern Minnesota will be below the average, both in yield and quality. Barley will be light weight and colored about the same as last year. A few reports are coming in from threshers; lowest yield reported is 16 bus. and the best only 25. Oats are rusty and will be a poor quality. The yield will be light. Perhaps 60 per cent of the corn is advanced to its usual state for the first of August, while the balance is backward, some of which cannot be of any use except for fodder, with the best of weather until the middle of September.—Hall, Meachum & Co.

MISSOURI.

Louisiana, Mo.—C. R. Shaw has succeeded Wald Bros.

Mendon, Mo.—Richardson & Co. have installed a steam engine.

Bosworth, Mo.—Richardson & Co. have installed a gasoline engine in their eltr. at this station.

Jasper, Mo.—The J. P. Leiss Grain Co. has let the contract for a hay barn with a capacity of 200 car loads.

Standish, Mo.—A 10,000-bu. eltr. is being built by Richardson & Co., Chicago. A corn sheller will be installed.

Dean Lake Sta., Mo.—Richardson & Co., Chicago, have just completed a 10,000-bu. eltr. and installed a gasoline engine.

St. Joseph, Mo.—Vanakin Whitaker, of the Whitaker Grain Co., plans to erect a small eltr., but has not selected a suitable site.

St. Louis, Mo.—Storage house No. 5 of the St. Louis Hay Exchange burned July 26 with 2,000 tons of hay. Loss about \$32,000.

Kansas City, Mo.—The D. B. Cox Flour & Grain Co. incorporated, \$2,000 capital. Incorporators, S. P. Griffith, D. B. Cox and J. C. Nipp.

Kansas City, Mo.—For the month of July there was a total of a little over 78,000,000 bus. of wheat and corn futures traded in this market.

St. Louis, Mo.—S. T. Marshall, formerly with G. L. Graham & Co., is now connected with the Calumet Grain Commission Co., recently organized in Chicago.

St. Louis, Mo.—W. J. Marshall has severed his connection with the Connery Commission Co. and will associate himself with W. A. Gardner & Co. at their branch office.

St. Louis, Mo.—Receipts of river wheat during July were much less than 100,000 bus., compared with almost 1,000,000 bus. in July, 1902, showing how great was the damage by flood.

St. Joseph, Mo.—St. Joseph is rapidly forging ahead as a grain market. I have been here 11 years and have noticed the growth of the market, especially during the last few years. Business is now more active than ever. The floods at Kansas City have nothing to do with the big increase here. It is merely a natural growth. S. B. Broughton, grain inspector.

Jasper, Mo., Aug. 3.—Wheat in this lo-

cality of good quality, averaging about 10 bus. per acre; large acreage. Never had a finer crop of timothy and prairie hay. Corn is at a standstill; unless it rains in the next 10 days there will be no crop.—J. P. Leiss Grain Co.

St. Louis, Mo.—Under the instructions of the New York Cotton Exchange the telegraph company has informed 4 bucket shops, the Cella Commission Co., Donovan Commission Co., Benjamin Adler and J. A. Joel, that the continuous cotton quotations would be cut off.

St. Joseph, Mo.—The South Park Eltr. Co. incorporated, \$25,000 capital. Incorporators, C. G. Benton, C. A. Dayton, Henry Lichtig and A. J. Brunswig. The company will remodel the old South Park eltr. on the C. R. I. & P. Ry., increasing the capacity to 100,000 bus., to be completed by Sept. 1.

Kansas City, Mo.—A hearing on E. O. Moffatt's petition for an injunction restraining the directors of the Board of Trade from expelling him, for not paying for grain damaged in the flood, was had Aug. 1. Moffatt claims that the directors can exercise disciplinary and managerial powers only and have no power to adjudicate disputes about money that arise between members. Moffatt contends that only the arbitration committee of the board can settle money disputes.

St. Louis, Mo.—Members of the Merchants Exchange voted Aug. 4 on the following amendment to the rules: On and after Oct. 1, 1903, all contracts for wheat for future delivery, unless otherwise specified, shall be understood as for "contract wheat," and on such contracts a tender of No. 1 red winter wheat, No. 2 red winter wheat, No. 1 hard winter wheat or No. 2 hard winter wheat in whole or in part, shall be deemed sufficient; provided, however, that on all hard winter wheat delivered on such contracts five (5) cents per bu. shall be deducted from the contract price.

Peculiar, Mo., July 27.—The outlook for wheat in this county is for a fair yield only. Some fields are well filled and others are badly shrunken and of light weight; No. 4 or no grade and from 7 to 15 bus. per acre, with small acreage. Very few oats sown; quality good; making from 25 to 45 bus. per acre. Corn very late on account of heavy rains in April and May; can't figure on over $\frac{1}{4}$ of average corn crop with most favorable weather thru Aug. It is very dry and corn twisting badly during the day. Hay crop very large and harvested in good condition. Pastures excellent.—J. H. Brockhouse.

St. Louis, Mo.—The Merchants' Brokerage & Commission Co. has gone the way of other St. Louis get-rich-quick concerns. Wm. Wilmerton, an aged and wealthy Illinois farmer, made investments in corn thru the company, until he had \$40,000 to his credit. Without his permission the company made a deal in wheat by which the entire amount was swept away, as alleged by the company. Wilmerton has brot suit against the concern, and its office fixtures and bank account have been levied upon by a United States marshal. The concern employed 15 young women stenographers and 6 men in its 6-room suite of offices.

Columbia, Mo., Aug. 3.—The same extreme conditions prevail concerning the corn crop that existed one month ago and the general average condition remains about the same. Several counties show an improvement during the month, while oth-

ers show a decline. The average condition of all correspondents reporting is 72, exactly the same as last month. Much of the early corn on flat land has tasseled very low, while on rolling land there is considerable good corn. With seasonable rains and late frosts much of the late corn will make a fair crop. On August 1, 1902, the condition for the state was 101 and the final yield was 307,364,000 bus. The present condition indicates a probable yield of 182,000,000 bus., which is 125,000,000 bus. less than the crop of last year. There is, however, considerable old corn in the cribs compared with very little that was on hand one year ago. It is estimated that 61 per cent of the overflowed corn lands has been replanted. Broom corn.—Much of the crop is late and the condition for the state only 74.—Geo. B. Ellis secy. state board of agriculture.

NEBRASKA.

Maywood, Neb.—Votaw Bros. are building an eltr.

Palisade, Neb.—W. H. Ferguson is repairing his eltr.

Harvard, Neb.—The eltr. of the Updike Grain Co. has been repaired.

Madison, Neb.—O'Shea & McBride will erect a 15,000-bu. addition to their eltr.

Pender, Neb.—The Holmquist Lumber & Grain Co. has its elevator nearly completed.

Wausa, Neb.—The Farmers' Eltr. Co. has bot the milling business of Anderson & Son.

Seward, Neb.—The Seward Cereal Mills will install an improved Hall Distributor in its eltr.

Minden, Neb.—The farmers' eltr. has been nearly completed. John D. Jones will have charge.

Kearney, Neb.—The Kearney Flour Mills will install an improved Hall Distributor in its eltr.

Barnston, Neb.—Wm. Townsend is rebuilding his eltr. and will install a 6-h. p. engine to operate it.

Palmyra, Neb.—Wirt & Wirt have bot the old mill and are fitting it up as an eltr. and corn meal plant.

Monroe, Neb.—The Wells-Abbott-Nie-man Co. has bot the eltr. operated by Sheldon & Hollingshead.

Dwight, Neb.—The Updike Grain Co., of Omaha, will equip its eltr. with an improved Hall Distributor.

Trenton, Neb.—The Minden Grain Co. is putting a brick foundation under its eltr. and otherwise improving it.

Edgar, Neb.—J. H. Pope, formerly at Roseland, has bot the grain and coal business of Howard Bros. for \$6,000.

Petersburg, Neb.—Mr. Bentley, mgr. for the Crowell Lumber & Grain Co., had a bad fall recently, which bruised him.

Callaway, Neb.—The Westbrook, Gibbon Grain Co. is enlarging its eltr. 6,000 bus., and has put in a Hall Distributor.

Magnet, Neb.—The Anchor Grain Co. has completed the annex to its eltr. It is equipped with a 7-h. p. gasoline engine.

Rockville, Neb.—The Wells-Hord Grain Co. will equip its eltrs. at Rockville and Boelus with improved Hall Distributors.

Callaway, Neb.—The Westbrook-Gibbon Grain Co. will install an improved Hall Distributor in its eltr. at this station.

Hadard, Neb.—The Nye-Schneider-Fowler Co. is repairing its eltr. and substitut-

ing a 6-h. p. gasoline engine for horsepower.

Waterbury, Neb., July 29.—The crops in this section are good with the exception of wheat, which is badly rusted.—Thorpe Eltr. Co.

Albion, Neb.—The Torpin Grain Co. is repairing its eltrs. at Crowell and Oakdale.—F. H. Davey, agt. Nye-Schneider-Fowler Co.

Broken Bow, Neb.—Wilson Bros. are installing a 700-bu. Howe Hopper Scale purchased of the York Foundry & Engine Works.

Tekamah, Neb.—The Farmers Grain & Live Stock Co. has bot for \$12,250 the eltr. plant and stock yards of the Tekamah Eltr. Co.

Barneston, Neb., Aug. 6.—Wheat yield average, about 15 bus. Growing crop of corn, with fair weather, will average half a crop.—Wm. Townsend.

Kearney, Neb.—The Kearney Flour Mills are erecting an eltr. and have placed their order for the equipment with the York Foundry & Engine Works.

Albion, Neb.—F. A. Pittinger, grain buyer for the Albion Milling Co., has resigned his position with that company to become mgr. for the Albion Eltr. Co.

Lincoln, Neb.—Col. C. G. Barnes, proprietor of the Albion Milling Co., Albion, has bot for \$5,500 the former home of W. J. Bryan, and will remove to Lincoln.

Auburn, Neb.—The grain dealers of southeastern Nebraska met July 20 at the Byers hotel. Representatives from nearly every town on the M. P. Ry. were present.

Callaway, Neb., July 25.—Wheat averages 20 bus. per acre; barley 50 bus.; oats 40 bus.; rye 20 bus. Quality good.—D. F. Barker, agt., Westbrook, Gibbon Grain Co.

Wood River, Neb.—The eltr. of the Conrad Grain Co. was struck by lightning recently, but the damage was confined to shingles being torn from the roof and will not exceed \$25.

Omaha, Neb., Aug. 8.—The Merrill Commission Co. has suspended. The company operated branches in a number of Iowa and Nebraska towns and did an extensive business.

Pleasanton, Neb.—The Omaha Eltr. Co. is making repairs on the eltrs. at Pleasanton and Loup. Machinery and supplies are being furnished by the York Foundry & Engine Works.

Schuyler, Neb.—The Wells-Abbott-Nieman Co. is erecting 3 additional storage tanks, each having a capacity of 25,000 bus. Machinery will be installed in the mill increasing the capacity 300 barrels.

Sutton, Neb.—Milmine, Bodman & Co. are making extensive repairs on their eltrs. at Sutton and Harvard. The machinery and supplies are being furnished by York Foundry & Engine Works.

Nantasket, Neb.—J. H. Hughes & Co. are overhauling their eltr. and installing a Howe Gasoline Engine and 500-bu. Howe Hopper Scale furnished by the York Foundry & Engine Works, York, Neb.

Table Rock, Neb.—A convention of the grain dealers of southeastern Nebraska was held here July 21 at the Hotel Murphy. Matters of interest to grain dealers and growers were considered by the convention, particularly the question of freight rates. The meeting closed with a banquet.

Lincoln, Neb., Aug. 3.—Cold, wet week; rain delayed harvesting in northern coun-

ties, and stacking and thrashing in southern; small local damage to fruit by severe storms, but generally rain very beneficial; spring wheat being cut, crop light; corn has continued to grow well and to improve in condition; potatoes less promising; grass and pastures good.—Government Report.

NEW ENGLAND.

Boston, Mass.—G. W. Walcott, chief grain inspector, died Aug. 1. Mr. Walcott was formerly a partner of R. H. Fleming at Chicago.

NEW JERSEY.

Newark, N. J.—The West Newark Hay & Grain Co., incorporated, \$20,000 capital. Incorporators, Wm. Hill, Fred'k Gartz and Louis A. Gartz.

NEW YORK.

Churchville, N. Y.—John Costello will erect a bean eltr. which will have a capacity for handling and cleaning 1,100 bus. per day.

Buffalo, N. Y.—To keep the option trade alive members of the Commercial Exchange are signing a pledge to make a trade every day.

Brooklyn, N. Y.—Chas. H. Watts, who was superintendent for many years of the Brooklyn Grain Eltr. & Milling Co., died July 19 of heart failure.

Ithaca, N. Y., Aug. 3.—Cool nights checked growth; generally favorable for harvesting, but wheat, rye and hay damaged by rains middle of week; wheat and rye giving good yields; average yield of hay of good quality; oats, barley, potatoes, tobacco, buckwheat and pastures very good; corn very poor; beans and hops doing fairly well; apples improving, but less than average yield promised; grapes declining.—Government Report.

BUFFALO LETTER.

The corn mill and transfer eltr. of the Niagara Milling & Eltr. Co. is ready to start. It has liberal capacity. The power comes from Niagara Falls in each instance.

Pres. John O. Foering of the Chief Grain Inspectors' National Asso., will be in Buffalo in a few days to arrange with Sec. Shanahan for the annual meeting of the asso., which will meet at Minneapolis Oct. 6-8, at the same time with the Grain Dealers National Asso.

The former good business done by the canal is continued and the wheat rate of 4¼ cents to New York is quite satisfactory to the boatmen. They would be very glad of a much larger fleet, as the roads have not molested them for several years and appear to have all they can do after the canal has taken what it wants.

Spite of the effort to restore option trading on 'Change to something of its large proportions maintained last winter there is not much doing in that line now, as the dealers are saying that they are not anxious to keep up a business that turns them in such indifferent profits. Possibly when the fall business is in full swing there will be more of an opening in that direction.

The receipts of grain and flour by lake keep up well, flour being fully a quarter ahead of last season to date, and grain a third. But for the unexpected falling off in the movement of corn, largely on account of its containing so much water, there would have been a record-breaking

showing. The total of grain and flour taken together is 81,000,000 bus., which has been exceeded slightly three times.

A good quantity of car wheat of this year's growth coming in, but it is still dirty, so that the Chamber of Commerce has adopted a new rule which provides that when foreign substances prevent the fixing of grade No. 2 in winter wheat it shall be No. 2 subject to dockage. It has also been arranged to give the "saupple" grade to all grain that is smutty, of bad smell, or too heated for warehousing.

The Buffalo maltsters are considerably at sea over the coming season, especially on account of the new samples of barley coming in with a disappointing look on them. Possibly the quality of the new crop will improve, but there will not be much buying as it looks now. A few of the companies are running on old barley, but most of them are undecided what to do and will therefore wait awhile before doing anything.

The big rains of the first week in August have mostly come too late to hurt the state wheat crop, which has so often suffered severe injury lately from sprouting in the sheaf. The crop was late this year, but is good, sometimes running over 40 bus. to the acre in large fields. The white wheat that makes up most of the crop is of great account to the cereal mills, which often find it hard to get a supply when this crop is short.

The fact that there has never been any rule in regard to the time of delivery and payment for cash grain has created some difficulty at times, so the Chamber of Commerce has adopted a rule providing that such grain shall be delivered before noon on every day but Saturday and before 10:00 on that day at the office of the buyer, and that buyers make settlement on contracts so filled daily except Saturday before 2:00 p. m. and before 11:00 a. m. on that day. If delivery is not made as directed payment shall not be deemed due till the following business day.—J. C.

NORTH AND SOUTH DAKOTA

Lennox, S. D.—Meier & Miller have installed a cleaner.

Bowbells, N. D.—R. E. Knowlton will build a warehouse.

Hurley, S. D.—The Western Eltr. Co. is rebuilding its eltr.

Oldham, S. D.—Jones & Metcalf have succeeded E. A. Rippe.

Bowdle, S. D.—Bear & Wagner are building a 12,000-bu. eltr.

Monroe, S. D.—The Western Eltr. Co. is having its eltr. repaired.

Oldham, S. D.—Mr. Sharp has bot the McCaull-Webster Co.'s eltr.

Valley City, N. D., Aug. 3.—Crops are good.—D. A. McLeod, Agt.

Valley City, N. D.—W. H. McPherson is improving his warehouse.

Lennox, S. D.—G. B. Gaykin will install a larger cleaner in his eltr.

York, N. D.—Jim Lahart has let the contract for the erection of an eltr.

Conway, N. D.—The Minnesota & Northern Eltr. Co. is rebuilding its eltr.

Scotland, S. D.—G. L. Burrows has resumed his position in F. L. Wheeler's eltr.

Bowbells, N. D.—The Rothsay Eltr. Co. has bot the 30,000-bu. Sutherland eltr.

Emerado, N. D.—The eltr. of the Minneapolis & Northern Eltr. Co. was struck by lightning July 25 and burned with several thousand bus. of grain. The loss is

covered by insurance and the eltr. will be rebuilt.

Scotland, S. D.—F. L. Wheeler is building a flour house and enlarging his coal house.

Stirum, N. D., July 24.—The crops are better than ever before.—Agt. Thorpe Eltr. Co.

Colman, S. D.—The Farmers' Eltr. Co. has bot the eltr. and business of Larkin & Thompson.

Kranzburg, S. D., Aug. 4.—Our locality was hailed out.—H. A. Wagner, agt. Atlas Eltr. Co.

Benclare, S. D.—The Wesley Eltr. Co. of Wesley, Ia., has bot the eltr. from Mrs. Katie E. Bowen.

Millbanks, S. D.—The Empire Eltr. Co. is tearing down its store house and will build a cribbed eltr.

Howard, S. D.—W. C. Boorman is repairing his eltr. and having a stone foundation put under it.

Bowbells, N. D., Aug. 1.—Crops in the territory tributary to Bowbells are excellent.—R. E. Knowlton.

White, S. D.—E. T. Alguire, of Ellis, S. D., has bot the eltr. of C. P. Hastings and will take possession at once.

Lennox, S. D.—The Reliance Eltr. Co., Minneapolis, has bot the eltr. of the Spencer Grain Co.—agt. Duluth Eltr. Co.

Madison, S. D.—The eltr. of E. A. Rippe has been enlarged to a capacity of 30,000 bus. The improvement cost \$3,500.

Sturgis, S. D.—Van Wickle & Metzger, of Deadwood, have bot the mill and residence of Geo. T. Early and will build an eltr.

Mitchell, S. D.—The South Dakota Commission has adopted the corn palace idea for its building at the St. Louis World's Fair.

Tyler, N. D.—The National Eltr. Co. is building a 30,000-bu. eltr. to replace its old house which has been taken down.—W. F. Quinn.

Kidder, S. D., July 25.—Crops in this vicinity are fine. No improvement could be made in weather and crop conditions.—J. F. Kelly, agt.

Silverleaf, N. D., July 24.—Wheat will yield about 10 bus.; barley, 20; oats, 20; flax, 7. Fine weather here now. Some barley has been cut.—T. H. McGinnis.

Grand Forks, N. D.—R. Raney has accepted the position of traveling auditor for the Imperial Eltr. Co., of Minneapolis, and will have charge of the Red river valley.

Millbank, S. D.—The Grant County Mill Co. has succeeded the Wagner Milling Co. The company will build a 30,000-bu. eltr. in connection with its mill. Fred W. Stahler is mgr.

Howard, S. D.—The insurance has been adjusted for the eltr. of Miles J. Winshell and the erection of another eltr. will commence at once; the eltr. to have a capacity of 30,000 bus.

Crystal, N. D., July 27.—The condition of our crops this year is very poor. If hot weather continues much of the crop will be plowed down; some are now at work plowing.—P. M.

Sykeston, N. D., July 24.—Crops here very short. Wheat and flax will probably go from 5 to 10 bus. to the acre. Barley and oats, 10 to 20 bus.—John Bohsin, agt. Andrews & Gage.

Scotland, S. D., Aug. 6.—New barley and oats coming in. Yields are good; barley, heavy but colored; oats good. Corn growing fast, with late frost will make heavy crop.—F. L. Wheeler.

Tower City, N. D., July 23.—Wheat here is about 12 bus., average locally. Have been over the whole state of No. Dak. the past week and it can not possibly go over half a crop, figuring the 4 past years. Flax, fair.—Sorenson & Sons.

Kimball, S. D., July 24.—The prospects are very favorable for a good wheat, oat and corn crop. Some of the oats now being cut. The rye is going to be very good, what there is of it, but this is not a very good rye center.—A. B. Blodgett, for C. S. Blodgett.

Thompson, N. D., July 24.—Weather very warm. Wheat straw short but filling good; estimate 12 bus. Flax straw short; if favorable weather, 10 bus. Oat and barley straw very short, with favorable weather 30 and 25 bus. Had no rain for 6 weeks.—Hans Anderson.

Baltic, S. D., Aug. 6.—Heavy rains in July damaged small grain. Barley all cut and partly stacked; yield fair but much discolored. Oats all cut; yield and quality fair. Wheat partly cut; yield and quality poor. Corn and flax will make fair crop with favorable weather.—E. J. Oyan.

Bismarck, N. D., Aug. 3.—Heavy rains have improved conditions where crops not too far gone; wheat filling and ripening slowly, some already harvested; oats very poor and being cut; rye and barley harvest general; flax blossoming; corn improving; haying nearly finished; frost did very slight damage to crops.—Government Report.

Sharon, N. D., July 27.—Wheat on old ground not over 6 or 8 bus., on new land and summer fallow, good; will go 20 to 25 bus., the average probably 12 bus. Barley about ripe and will yield from 20 to 35 bus. Oats are poor, thin and short; about 25 bus. crop on an average. Corn late and poor stand on account of drouth in June.—Sharon Mill & Eltr. Co.

Huron, S. D., Aug. 3.—Cool week; general rains somewhat retarded harvesting and haying; early spring wheat harvest becoming general, but in Sioux Valley increased injury from blight and some by Hessian fly reported, some smut north; barley harvest closing; oat harvest well advanced; corn thrifty, early earing; hay outlook improved; flax thrifty.—Government Report.

Velva, N. D., Aug. 4.—The crop condition in this section of McHenry county is not very good this season. Flax will go from 5 to 10 bus.; wheat may turn out about 15 bus. per acre, the way the crops look at this writing. Very little harvesting has been done. The oat crop is light while a great deal of the wheat and oat crop has been destroyed by gophers, which are very numerous in this locality.—L. B. Mouicken, agt. Osborne-McMillan Eltr. Co.

The North Dakota Grain Dealers Asso., which was organized at Devils Lake, July 8, is soliciting new members and gaining many additions from the progressive dealers of the state. All regular dealers should join. The board of managers is composed of Chas. Doyon, of Doyon; I. H. Harris, of Bathgate; Oliver Knudson, of Michigan, and Chas. Todd, of Grand Harbor. Officers: R. L. Metcalf, Lakota, pres.; Jos. Thompson, Souris, vice pres., and Chas. Barta, Mapes, secy. and treas.

DAKOTA LETTER.

Java, S. D.—Bower, Hoff & Stoller will build a 20,000-bu. eltr.

Eureka, S. D.—The Eureka Milling Co. has bot the eltr. of Chas. Pfeffer.

Kulm, N. D.—The eltr. of the Gackel Grain Co. burned recently. It will be rebuilt.

Kulm, N. D.—G. J. Doblal has bot the eltr. of Fred Brandt, who will engage in other business.

Java, S. D.—Henry Sonnenfeldt will build a 10,000-bu. eltr. in connection with his warehouse.

Roscoe, S. D.—Ben Schofield has bot the warehouse of M. T. Lightner and will change it into an eltr.

Williston, N. D.—Delaney Bros. will build 5 eltrs. this season on the Great Northern west of Minot.

Eureka, S. D., July 26.—The wheat crop is very poor this year on account of dry weather. In the northwestern part of So. Dak. the grain will be very light; grain men say wheat will average from 1 to 6 bus. per acre in this section. In the counties north of Eureka on the line of the C. M. & St. P. Ry. the crops are in very bad shape from Eureka to Linton. From Lehr to Bismarck, on the Soo road, the wheat crop is nearly a failure this year. Flax seems to be the best crop in this dry climate. Crops near Java are very good.—F. W. W.

OHIO.

Schumm, O.—H. M. Schumm has failed and gone out of business.

Moffit, O.—H. W. DeVore & Co., of Toledo, has succeeded Dachsteiner Bros.

Waynesville, O.—Henry Jay will install a New Era Passenger Eltr. in his warehouse.

Marion, O.—The eltr. for J. M. Neer has been completed and on Aug. 10 was opened.

Wisterman, O.—The Mollett Grain Co., of Frankfort, Ind., has succeeded Worts & Emmick.

Defiance, O.—C. T. Pierce has installed a new engine and boiler.—The Defiance Milling Co.

McClure, O.—The Mollett Grain Co., of Frankfort, Ind., has succeeded Wm. Mollett & Sons.

Omar, O.—J. F. Schoen has improved his eltr. and installed a small grain eltr. furnished by Philip Smith.

Jackson Center, O.—Allinger & Son are remodeling their eltr. and have let the contract for the machinery to Philip Smith.

Larue, O.—I appreciate the work of the Grain Dealers Journal and think it of great help to the grain dealer.—W. F. Johnston.

Morril, O.—The Morrill Eltr. & Lumber Co. is remodeling its eltr. and has let the contract to Philip Smith for the machinery.

Knoxdale, O.—The Cecil Grain & Lumber Co. are putting in a stand of ear corn eltrs. and other machinery purchased from Philip Smith.

Creston, O.—The foundation has been laid for the eltr. of Geo. Hay & Son. The house will be steel lined and as nearly fire proof as possible.

Cleveland, O.—Striebing's eltr. was badly damaged by fire July 24, causing a loss of about \$22,000. The eltr. contained at the time about 8,000 bus. of oats and

2,000 bus. of corn, beside other grain. Loss only partly covered by insurance.

Morrall, O.—J. P. Barnhouse has installed a New Era Passenger Eltr. and Smith's Improved Chain Drag Feeder purchased from Philip Smith.

Rawson, O.—Crist & Benner will install a Smith's Improved Overhead Wagon Dump, ear corn eltr. and other machinery purchased from Philip Smith.

Columbus, O.—The August report of the state board of agriculture gives the condition of wheat as 80; against 84 in July, and 84 in August a year ago.

Greenfield, O., July 29.—We are to-day having a much needed rain, and with a few more good showers our corn will be shooting from nubbins to ears.—C. C. Norton.

Columbus, O.—J. W. McCord returned from a 3 weeks' outing in the mountains of Maine last week, but left immediately for Chicago and Toledo on insurance and asso. business.

Deshler, O.—Cottingham & Franklin have purchased ear corn eltrs., corn feeders, conveyors and Barnard Separator from Philip Smith for their eltrs. at Deshler and Hamler.

Deshler, O.—M. G. Stafford will again engage in the grain business with M. M. Lee as silent partner. The lease which Churchill & Co. had on Stafford's eltr. has expired and they will operate this eltr.

Cincinnati, O.—The Odell Commission Co. bucket-shop is being attacked by the Chicago Board of Trade and the New York Cotton Exchange. The telegraph companies have been ordered to cut off the cotton quotations; and the Board of Trade has brot suit for an injunction to restrain the use of its quotations, and to compel the Odell concern to divulge the source of its information.

Greenville, O., Aug. 5.—In this locality everything in the grain business seems to be moving along pleasantly altho not much grain seems to be moving in this vicinity. Farmers somewhat inclined to hold for higher prices and hope they may realize it, as they are the bone and sinew of the nation. The growing corn crop seems to be improving and bids fair for a good crop, having several showers along to boost its development. Some oats being threshed; the general quality seems to be rather light and the yield only ordinary.—Morgan Johnson.

OKLAHOMA

Geary, Okla.—C. A. Lowe will install an overhead wagon dump purchased from Philip Smith.

Anadarko, Okla.—Carl Oelke has accepted the position of mgr. and buyer for the Chickasha Mill & Eltr. Co. at this point.

Apache, Okla.—The Chickasha Mill & Eltr. Co. has succeeded G. H. Block. The new company will build an office and coal house.

Snyder, Okla.—The business men of this place have made a contract with the Interstate Construction Company to erect a mill of 200 bbl. capacity, with the necessary elevators, etc. Construction to begin at a very early date.—J. S. W.

Enid, Okla.—The Interstate Construction Co. incorporated, \$100,000 capital, to do a general grain business and build eltrs. and flouring mills. Incorporators, D. M. Carey and C. C. Roberts, of Drummond; W. S. Whittinghill, of Enid, and Stuart Hale, of Enterprise.

PACIFIC COAST.

Goldendale, Wash.—The Klickitat Warehouse Co. incorporated.

Tacoma, Wash.—The plant of the Cascade Cereal Co. burned July 24.

Corona, Cal.—The Rogers Bros. Co. have started in the hay and grain business.

Latah, Wash.—D. J. Kistler, of Tekoa, is the new mgr. for the Pacific Coast Eltr. Co.

Tekoa, Wash.—The Centennial Mill Co. is building a 30x70-foot addition to its grain house.

Santa Maria, Cal.—Geo. C. Smith will buy grain for Geo. W. McNear & Co., of San Francisco.

Moscow, Ida.—Kerr, Gifford & Co. will operate the farmers' eltr. this season with Arthur Beasley as agt.

La Grande, Ore.—The eltr. of Kerr, Gifford & Co. burned July 30. Loss \$5,000, insurance not known.

Imperial, Cal.—Geo. W. McNear & Co. expect to have their 40 x 150 ft. warehouse completed by Sept. 1.

Spokane, Wash.—T. Morrison & Co. have succeeded W. B. Forster, wholesale dealer in grain, hay and chopped feed.

Elberton, Wash.—The Farmers' Warehouse Co. will build a 40x60-foot addition to its warehouse. C. A. Price is mgr.

Davenport, Wash.—The Farmers' Warehouse Asso. has bot the McLain warehouse and will put Fred Munger in charge.

Pomeroy, Wash.—The Northwestern Warehouse Co. and the Pacific Coast Eltr. Co. are building 1-story brick offices for their agents.

Tacoma, Wash.—Wm. G. Roberts, local mgr. for Kerr, Gifford & Co., was drowned by the capsizing of a rowboat July 31, near Olympia.

Lewiston, Ida.—W. E. Stoddard has taken charge of the warehouse of the Vollmer-Clearwater Grain Co. He was formerly with the company at Kamiah.

Pullman, Wash.—The Warehouses of Neill Stewart and the Puget Sound Warehouse Co. burned July 24 with about 100 tons of oats. Loss \$10,000, partly insured.

Nezperce, Ida.—The Kettenbach Grain Co. is enlarging its warehouse at Tramway; building 2 additions 50x100 and 32x100 feet and increasing the capacity to 150,000 bus.

San Francisco, Cal.—Herman Eppinger was indicted July 24 on the charge of obtaining \$11,500 by false pretenses from the bank of Monterey. He was released on \$12,000 bail.

Davenport, Wash.—The Seattle Grain Co. is building an eltr. of which Mr. Mansfield will have charge. He will also have charge of the company's interests at Rocklyn and Omans sta.

Govan, Wash.—F. W. Bender will buy for the Puget Sound Warehouse Co.; H. Stafford will be agt. for R. J. Bender; and Mr. Wilkerson, of Lewiston, Ida., will be agt. for the Seattle Grain Co.

San Francisco, Cal.—At the annual election of the Merchants Exchange, held July 21, the following were chosen directors: Wm. Babcock, W. H. Crocker, Wm. J. Dutton, E. W. Hopkins, Juda Newman, R. P. Schwerin, H. Sherwood, Leon Sloss, F. W. VanSicklen, F. H. Wheelan and E. K. Wood.

Sunset, Wash., Aug. 6.—Wheat harvest will be on by Aug. 15. The crop is in fair condition, and a yield of from 15 to 40 bus. is expected. A poor stand of grain

is the result of the late, cold spring. The heads are unusually large and well-filled and a good quality of berries is assured.—R. D. Jarboe.

Colfax, Wash.—Harry Schlaefer, agt. for Kerr, Gifford & Co., paid 60 cents per bus. July 20 for 20,000 bus. of club and red wheat, which is to be delivered sacked at the warehouses at Colfax and Glenwood. This is 20 cents above the opening price of last year and is believed to be the highest in many years in the Palouse country.

Portland, Ore., Aug. 3.—Week dry and cool; haying nearly finished, crop good; fall grain harvest well advanced; spring grain cutting begun, yields below average, quality excellent; oats heavy crop, potatoes and gardens doing nicely; corn needs warmer weather; hops backward, but otherwise promising; prunes and pears doing well; early apples ripe.—Government Report.

San Francisco, Cal.—Some time ago the government called for bids for 2,000 tons of oats but the bids having been considered too high samples were examined in the open market and prices obtained from merchants who had not made tenders, with the result that the bids were rejected and the contract given to J. M. Pettigrew, whose price was below the rejected tenders.

Salt Lake City, Utah, July 31.—The winter wheat crop in Utah was a poor yield owing to the lack of moisture last fall, which prevented grain getting a proper start, and much of the winter wheat was ploughed up this spring owing to weeds. Spring wheat looks well and should show good yield. The acreage of spring wheat is somewhat reduced as we have four large beet sugar factories, and farmers make especially good money raising beets.—Sam Williamson.

PACIFIC COAST LETTER.

Portland, Ore.—The flour demand from the Orient has been very brisk and all mills are rushed to fill present orders.

Seattle, Wash.—State Grain Commissioner Arrasmith estimates that this season's crop in that State will not exceed 75 per cent of last year's crop.

San Francisco.—At the annual meeting of the Merchants' Exchange held July 21st the following officers were chosen: President, Wm. Babcock; vice president, E. W. Hopkins; secretary, T. C. Friedlander.

San Francisco, Cal.—Millers have advanced all grades flour 20c bbl., owing to the scarcity of good milling wheat, and because of the very high prices asked by farmers.

San Francisco.—Charters are slow, little or no chartering being done, as shippers are loading only what tonnage they have chartered prior to arrival. Number of disengaged ships in harbor continues to increase.

Portland, Ore.—New oats are being harvested here, and there will be a heavy yield. The carry-over from last season was very large, and the market will probably be depressed for some time, or at least until much of the heavy stock of oats on hand is disposed of.

San Francisco.—Testifying before the Bankruptcy Commission, Jacob Eppinger, senior member of Eppinger & Co., says that he drew out \$245,000 of the firm's money without making an entry in the books, and lost the money dealing in Chicago options. Among other interesting things he says that the books of the firm had not been balanced since 1888, that

everything was carried on in a very loose manner, and that he knew only in a general way, since 1888, whether his firm was solvent or not.

San Francisco.—Milling wheat is selling here from 1.52½ to 1.62½ per cental, and farmers are holding so firm that local mills are buying wheat and flour in Kansas and on the Puget Sound. Barley is firmly held and advancing 1.07½ to 1.10 for feed, and up to 1.25 for shipping and brewing grades.

San Francisco.—Wheat and barley have undergone one of the heaviest advances in months, and, in the face of heavy receipts of new crop grain, and an absolute absence of a shipping demand for wheat, and, a not extraordinary demand for barley, the advances do not appear to have much of a foundation. Wheat here is selling away above what it can be shipped to Europe and sold at a profit, and about 17 cents above Chicago. Local shippers are long on charters and, as they are obliged to load their chartered ships, all of which were engaged prior to arrival, they are loading barley in preference to wheat, so as to minimize their inevitable loss, as there is less difference in the price of barley between the coast and Liverpool.

San Francisco.—To protect the banks and the trade generally, from possible losses in the future, as by the Eppinger failure, the Grain Committee of the Merchants' Exchange has drafted stringent rules in regard to the issuance of warehouse receipts. The new rules call for an examination of call-board piles by the inspector, and the filing with the Exchange secretary of a weekly report of all grain piled in the different warehouses. There are many provisions in the rules which will give absolute protection to grain storers in this State, and which will enable the banks to advance money on grain that is stored where the warehouse receipt says it is.—R. E. W.

PENNSYLVANIA.

Philadelphia, Pa., Aug. 3.—Too cool for corn, which continues backward and weedy; haying well advanced and good crop secured; thrashing in progress and wheat yielding fair to good; outlook for oats very favorable, except where affected by rust; potatoes and tobacco making satisfactory progress, but latter crop is much below the usual condition for this time of year; garden truck and berries plentiful; apples fair quality, light crop; peaches scarce.—Government Report.

SOUTHEAST.

Columbus, Ga.—I find the Journal indispensable in a grain dealers' office.—Dan Joseph.

Birmingham, Ala.—Fire in the cupola of 1 of the buildings of the plant of the Atlanta Mill & Eltr. Co. caused \$5,000 damages July 21.

Gulfport, Miss.—A large eltr. is being erected at the terminus of the Gulf & Ship Island Railroad which runs from Jackson, Miss., to the seaport.

Savannah, Ga.—John Screven, Jr., manager of the Savannah Rice Mills, shot himself July 6 while mentally depressed over the disappearance of Isadore Silverberg who had betrayed his confidence in negotiating receipts against which no rice was in store.

In the report of Edwin S. Holmes, Jr., acting chief of the Bureau of Statistics, issued Aug. 3, the condition of cotton on July 25 is given as 79.7 per cent; compared

with 77.1 per cent a month earlier and a 10-year average of 14.3. The condition was 77 in Georgia, 79 in Alabama, 83 in Mississippi, 76 in So. Carolina, 78 in No. Carolina, 82 in Tennessee, 85 in Florida and 76 in Virginia.

SOUTHWEST.

Crowley, La.—The Columbia Rice Packing Co. has succeeded the Crowley Rice Food Co.

Kinder, La.—The Kinder Rice Milling Co. incorporated, \$25,000 capital, to operate a 500-bbl. rice mill.

New Orleans, La.—The Board of Trade has received assurances from the railroads that they would meet any cut in rates to the eastern markets.

Lake Charles, La.—A new insect has been discovered in the rice fields. It is ¾ inch long, cuts off the stalk clean and eats rice and crab grass.

Little Rock, Ark.—The mill of the Little Rock Mill & Eltr. Co. was struck by lightning Aug. 6 and completely destroyed. Loss \$75,000, insurance \$40,000.

New Orleans, La.—The Board of Trade is sending shippers and exporters a copy of the grain inspection rules, with an invitation to ship thru the port of New Orleans.

Shreveport, La.—The Sun Milling Company's plant burned July 25th with a loss of \$90,000, not including the grain and flour which was destroyed. It is not known at this time whether the plant will be rebuilt or not, tho' likely it will.—J. S. W.

The condition of cotton on June 25 was reported by Edwin S. Holmes, acting chief of the Bureau of Statistics, in the monthly report issued Aug. 3, as 82 in Texas, 76 in Arkansas, 84 in Louisiana, 75 in Indian Territory, 69 in Oklahoma and 78 in Missouri.

New Orleans, La.—The grain exports from New Orleans during the month of July, as reported by R. McMillan, chief inspector of the New Orleans Board of Trade, amounted to 184,947 bus. of wheat and 39,427 bus. of corn; compared with 1,600,950 bus. of wheat and 42,856 bus. of corn for July, 1902.

Little Rock, Ark.—At a meeting of the grain and hay committee of the Board of Trade, rules were adopted for grading rust proof oats. Geo. R. Brown was elected treas. of the committee as well as secy. Chairman A. J. Rauch appointed the following assistant inspectors for 30 days: Dan Daniels and J. T. Greenfield.

NEW ORLEANS LETTER.

Board of Trade delegates to the Trans-Mississippi Commercial Congress soon to convene in Seattle, Wash., are now on their way.

The installation of the two future markets have increased general local interest in the grain business of the city, and a number of applications have been added to the already lengthy waiting list of the Board of Trade.

A coffee future department will be added to the departments of the Board of Trade of this city after September 1. A committee had been at work formulating plans for some time and the final report was rendered several days ago.

An effort is on foot to systematize the matter of ocean freight rates out of New Orleans. The half dozen or more lines which have agents or offices of their own in New Orleans are constantly at war with one another, cut rates, underbid, and

generally do all in their power to prevent actual tariffs from becoming public property.

During the fiscal year just over the grain inspection department of the Maritime Exchange did a large business, particularly through the first part of the year. Lately it has, to a great extent, lost its hold upon the trade, and is now confining itself more than ever to strictly maritime interests.

Development of railroad interests continue to enthrall the city. The various exchanges of the city have been busy for several weeks passing resolutions favoring the entrance to New Orleans of the Shreveport & Red River Valley railroad, which is connected with the Chicago, Milwaukee & St. Paul and which will give direct communication through to the wheat fields of the Indian Territory, Oklahoma, northern Texas, Kansas and Nebraska. Prospects are for an early completion of the City Belt Line, which will add greatly to the terminal facilities of the city and will lessen the cost of transferring the grain from cars to ships.

A movement is on foot to gain the consent of all the steamship agents to publication of the grain freight rates, and the keeping of a board in the exchange where the current rates, approximately at least may be kept track of. It is planned to send blanks to all the ship agents each day, have them mark any changes or alterations, and return the same to the Exchange in order that the averages or the minimums may be posted. There is considerable opposition to the plan; and it is more than probable the present pirate system of cut throat dealing may continue. A considerable part of the grain trade actually favors such an outcome, altho all admit that the posted rates would always be merely a rule from which to depart.

The special committee to investigate and to establish the grain future market on the floor of the New Orleans Board of Trade will leave New Orleans on August 15, for a visit to Chicago, Kansas City, St. Louis and New York. On the committee will be Fred Muller, secretary of the Board of Trade; J. W. Porche, President J. Henry Lafaye, of the Board of Trade, and several other members. The Chicago Board of Trade will be visited first, then the Merchants' Exchange of St. Louis, the Board of Trade in Kansas City, and last of all, the exchanges in New York. A recent meeting of the directorate of the Board of Trade in New Orleans urged the committee to hasten its report that active operations might be started early in the season.

What is now commonly believed to have been the cause of the delay in shipments to New Orleans was the contemplated absorption, by the trunk lines leading from the grain belt to the Atlantic seaboard, of the differential which has hitherto existed in rates in favor of the Gulf ports. The news of this contemplated reduction, in the rates competing with those current from the grain belt to New Orleans, was brot to this city thru correspondence to the Board of Trade from shippers in St. Louis and Kansas City. For three days the telegraph wires were hot. Wits and diplomacy were brot into action from New Orleans to St. Louis, Kansas City and Chicago. Finally the news came to New Orleans, on August 5, that the contemplated absorption of the differential had been abandoned, and that the existing relation between the rates from the grain belt to the North Atlantic seaboard and those from the same

(Continued to page 150, 3d col.)

Bank Not Owner of B/L.

The ownership of Bs/L pledged as collateral with a bank is clearly defined in the late decision by the Supreme Court of Texas in the suit brot by S. Blaisdell, Jr., & Co., of Chicopee, Mass., against N. W. White & Co., and the Citizens National Bank of Tyler, Tex.

Shipments of cotton made by White & Co. to Blaisdell are alleged to have been short weight to the amount of \$3,727. White & Co. made sight drafts on the buyers, indorsed the Bs/L in blank, and transferred drafts and bills to the bank, in the customary manner.

In bringing suit the plaintiff alleged that the bank became the owner of the drafts and Bs/L, whereby the bank undertook to carry out the contract for delivery of the cotton as made by White & Co. Judge Williams of the Supreme Court said:

The theory of the plaintiff is supported by the decision of the Court of Civil Appeals for the Third District in the case of *Landa v. Lattin*, 19 Tex. Civ. App. 246, 46 S. W. 48, which was followed by the Supreme Court of North Carolina in the case of *Finch v. Gregg*, 35 S. E. 251, 49 L. R. A. 679. We understand the courts to hold in those cases that a purchaser of such drafts and Bs/L is substituted, by the mere purchase, in the place of the vendor in the contract of sale, and becomes bound to perform that contract as a condition precedent to his right to the price of the goods represented by the B/L; and that, therefore, although the drafts be actually accepted and paid by the drawee, if the consideration which he was to receive from the drawer fails, the price may be recovered from the holder to whom the payment has been made. It is undoubtedly true that the purchaser acquires by his purchase no greater rights than the drawer has against the drawee. The attitude of the latter is, so far, unchanged, and he is no further bound to the purchaser than he would be bound to the drawer to accept or pay; but we do not agree that the purchaser becomes bound to perform the contract of the vendor, nor that, when the bill of exchange is subsequently accepted or paid, he acquires no additional right against the acceptor or payor.

Transactions of this kind have often come before the courts, and we understand the rule of the commercial law to be thoroughly established that one who has accepted or paid a bill of exchange drawn upon him cannot defeat his acceptance or recover the money paid because there was no consideration, or the consideration has failed, as between him and the drawer, when the payee bot from the latter for value without notice of the defense. The leading cases on the subject have arisen where Bs/L for goods were forged and attached to drafts drawn for the prices of the goods, negotiated with banks, and forwarded to and accepted or paid by the drawees, without knowledge on the part of either holder or drawee of the forgery. Efforts of the acceptors to avoid liability on acceptances, and of payors to recover the money so paid, have been defeated both in courts of law and of equity. *Hoffman & Co. v. Bank of Milwaukee*, 12 Wall. 181, 20 L. Ed. 366; *Goetz v. Bank of Kansas City*, 119 U. S. 551, 7 Sup. Ct. 318, 30 L. Ed. 515; *Robinson v. Reynolds*, 2 Adolph & Ellis, 196; *Thiedemann v. Goldschmidt*, 1 De G. F. & J. 4; 1 *Daniel on Negotiable Instruments*, Sections 174, 175, and notes; *Marsh v. Low*, 55 Ind. 271.

It is claimed that the allegation in this case that not only the drafts, but the Bs/L, were purchased by the bank, distinguishes it from those cited, where the bills merely accompanied the drafts as security. The facts alleged in the petition do not show this to have been other than the common transaction in which money is paid for drafts, accompanied by Bs/L representing the goods consigned as security. The allegation is that the drafts and Bs/L were indorsed in blank, and

the facts alleged, and such was the legal effect of the transactions passed upon in the authorities cited; and those decisions clearly control this case. It was as true in those cases as in this that the purchasers of the bills of exchange, secured by the Bs/L, originally acquired only such rights against the drawees as the drawers had against them, and that, in order to put the holders in a position to require acceptance or payment of the bills of exchange, performance of the contract of



C. B. Jenkins, Marion O. Pres. Ohio Grain Dealers' Asso.

were transferred to and purchased by the bank. The conclusion from these facts is then stated: "Whereby said bank became and was the owner of said drafts and Bs/L and of the cotton represented." This is only a conclusion from the facts previously stated, and cannot be held to enlarge the legal effect of those facts. The drafts were for the price of cotton which the drawer was under obligation to deliver to the drawee on payment. The bank's right was therefore only to receive the amount called for by the drafts, and on payment thereof it was bound to deliver to the payor the Bs/L representing the cotton. The bank became the owner, only as the facts alleged made it the owner, of the cotton; and this was only in the limited sense that it could hold and control the cotton until the drafts were paid, and as a means of insuring payment or recovering loss.

Necessarily, the legal effect of the transaction stated between the bank and White & Co. was only to entitle the former to collect, either from the drawee, or, in case of its refusal to pay, from the drawers, the money called for by the drafts, and, to secure this right, a limited ownership and control of the cotton was conferred by the indorsement and delivery of the Bs/L. Such is the legal effect of

sale by the drawers was essential; and it is equally true in this case, as it was in those, that, in paying the drafts, the drawees, acting on the credit of the drawers and not of the holder, became bound to the latter, and that a failure of the consideration moving from the drawers to the drawees cannot affect the rights of the payee thus acquired in good faith upon a consideration moving from itself to the drawers.

Hemp exports of the Philippine Islands during the 9 months prior to April 1, were 87,114 tons, compared with 86,227 tons for the same months of 1901-2.

During the 12 months prior to July 1, 532,092 pounds of rice and 19,218,356 pounds of rice bran, meal and polish was exported, compared with 615,036 pounds of rice and 28,976,238 pounds of rice bran, meal and polish for the corresponding months of 1901-2.

Philippine imports of breadstuffs during the 9 months prior to April 1 included 132 bus. of barley, 12,061 bus. oats, 77 bus. of wheat, but no corn; compared with 46,318 bus. of barley, 8,392 bus. of oats, 35 bus. of wheat and 284 bus. of corn for the corresponding months of 1901-2, as reported by the War Department.

The Cause of Your Shortage.

On March 31, 1903, N. Y. C. & St. L. car 22170, containing oats and stored on the tracks of the Nickel Plate R. R. at Cummings, Ill., was robbed.

On April 1st, 1903, a special officer of the Nickel Plate R. R. procured warrants from Judge Callahan of the So. Chicago Police Court for the arrest of Fred. Mellis, James Douge, Louis Douge, Edward Brailey and Pat McGill, all residents of Irondale.

On April 1st, 1903, these men were all apprehended and brot before Police Justice Callahan at So. Chicago Police Court and cases were set for trial April 9, 1903.

On April 9th, 1903, these cases were again continued until April 16th, at which time all the prisoners pleaded guilty before Judge Callahan. The Nickel Plate R. R. Special Officer and Attorney Howe of the same road were present to prosecute these cases. Just before these cases were called for trial, a man approached the special officer and asked him to step outside of the court room as he wished to speak to him. He did so and during the conversation, this man made a request of the officer not to press these cases very hard, as the accused men were all good fellows and that he had just been re-elected Alderman and that he was somewhat under political obligations to them. The officer thereupon informed this man that his duties required him to apprehend thieves who were guilty of robbing the Nickel Plate R. R. and that he would prosecute such people to the full extent of the law, and then withdrew.

After the hearing of these cases, all the prisoners pleading guilty, Judge Callahan informed all interested that he would withhold his decision and give it in the course of a week. From the records of the So. Chicago Station, these cases were all dismissed.

On May 8th, 1903, the officer of the Nickel Plate Road called on Judge Callahan to find out from him what disposition was made of these cases, and was informed by the judge that these men were all discharged with a suspended fine at the request of Attorney Howe, who represented the Nickel Plate R. R., but that, if this was not satisfactory to the officer, and if he insisted upon it, he (the judge) would have the men brought into court and the fines collected.

The officer then informed Judge Callahan that that would be satisfactory under the circumstances and the judge requested the officer to return to the court the following Wednesday, May 13th, and he would show him the court records where fines had been assessed and collected. On Saturday, May 9th, Judge Callahan received telegraphic communication from the officer of the Nickel Plate Road to discontinue all proceedings against these self-confessed thieves and the cases were dropped.

It appears in the investigation of these cases that a written and signed confession was made and given to the officer of the Nickel Plate Road by one of the parties implicated in the robbery of this car of oats, but that influence was brot to bear to such an extent that these thieves were turned loose, so that they might continue in their unlawful practice of robbing cars.

There was 18 bushels of oats taken and sacked by these men in broad day-light and then carted to Mellis' house. This is the amount they admit they took.

Was this your grain? If so, present your bill to the Nickel Plate Railroad and get your money.

Death of Geo. T. Elliott.

George T. Elliott, who was for many years in the grain and milling business at Sterling, Ill., died at a hospital in New York City, July 24. Mr. Elliott was a sufferer from diabetes, and went to Europe thinking the change might be of benefit. Instead he returned a sick man, his condition so bad that he could go no farther than New York.

Mr. Elliott was born at Ames, N. Y., Oct. 18, 1827. After completing his education he learned the trade of miller in the mill of his father at Springfield, N. Y. Mr. Elliott engaged in the flour trade in Chicago, in 1854, continuing the



George T. Elliott. Deceased.

same business at Davenport in 1856, during which years he became a member of the Chicago Board of Trade.

In 1871 Mr. Elliott went to Sterling to operate the Commercial Mill, on selling which he engaged in the grain trade, which has since claimed his entire attention. He bot a grain elevator and moved it to its present location on the C. B. & Q. R. R., over which he shipped hundreds of cars of grain annually.

Altho he was not an office-seeker he was elected mayor one term, during which an era of public improvement was begun. He was highly respected not only for his intense public spirit but for business integrity. He enjoyed the confidence of all who knew him. His first wife died in 1873, leaving 3 sons and 1 daughter. His second wife, to whom he was married in 1879, and her 2 daughters, survive him.

Nashville, Tenn., is the latest addition to the list of grain exchanges in the United States.

The first cargo of Argentine wheat ever received in South Australia arrived May 26 at Port Adelaide with 4,200 tons from Rosario.

Oats heating in transit is the unusual experience a St. Louis shipper had recently. Every car in a consignment of 15 cars shipped south was reported in bad condition on arrival.

The collapse of the deal in July oats at Chicago was due largely to the heavy increase in the stocks of contract oats. It seems that the framers of the rule on standard oats, who desired a larger stock to trade in, have accomplished their purpose of making corners more difficult.

Supply Trade

The Allis-Chalmers Co. will erect buildings for the manufacture of gasoline engines at its Milwaukee works.

D. G. Eikenberry, foreman of the B. S. Constant Co., of Bloomington, Ill., is spending his vacation with the old folks at home, Flora, Ind.

The Western Classification Committee has made gasoline engines, portable or on their own wheels, the same classification as agricultural implements.

Prestige is a valuable asset for any business, but it isn't the whole business, and, in itself is not sufficient to carry a business along indefinitely in these days of strenuous and liberal advertising.—Printer's Ink.

The Maroa Mfg. Co., of Maroa, pending the preparation of an elaborate catalog, is sending present inquirers a small booklet containing a description of the Boss Car Loader and testimonials of users.

James Thomas Sharp, asst. secy. of the Iowa Mill Owners Mutual Fire Ins Co., was married Aug. 5th at Dorchester, Neb., to Evelyn Kepler Martin. After Sept. 1 they will be at home to their many friends at 1809 Eighth street, Des Moines, Ia.

The Barnett & Record Co., of Minneapolis, Minn., has brot suit against Geo. M. Moulton & Co. for alleged infringement of patents on tile tank construction of elevators. An injunction is asked to restrain the defendants from proceeding with the construction of the tile tanks for Albert Schwill & Co., at South Chicago.

A. T. Ferrell & Co., of Saginaw, W. S., Mich., have issued a handsome little catalog of the Clipper, Grain, Seed and Bean Cleaners. The different styles of hand and power cleaners for grass seeds, seed grain and beans are fully described and illustrated with half-tone engravings. The description of each machine includes the power required, hourly capacity, screen surface, speed, size of driving pulleys, space required and shipping weight.

The New Era Elevator Co., of Sidney, O., has recently made sales of the New Era Elevator to Mead Grain Co., Union City, Ind.; A. M. Ludeman, Wolcott, Ind.; J. L. Douglas, Shirley, Ill.; Ben C. Thomas, Columbus, Ind.; F. Z. Ames, Rutland, Ill.; The Farmville Mills, Farmville, Va.; Mackenzie & Winslow, Fall River, Mass.; Zorn Grain Co., Ford Woods, Ill.; The Kansas Grain Co., Hutchinson, Kan.; E. G. West, Gothenburg, Neb., and Germania Grain & Stock Co., Germania, Ia.

The Maroa Mfg. Co., of Maroa, Ill., is very well pleased with its volume of business. Notwithstanding that many more Boss Car Loaders were sold during the winter and spring than a year ago its sales this summer have been better than they were last summer and one thing which speaks well for the machine is the numerous re-orders from people who have been giving them a trial in a few of their elevators. In fact, most of the orders lately have come from these people because the company has been busy installing the machines and did not have time to get out and solicit. Taking care of inquiries and installing the machines was all that it could do.

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If you want full price for No. 4 oats,
If you want full price for all off-grade oats and barley,
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take the profit. For descriptive circulars
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Patents Granted

Thos. H. Jamison, Claysville, Pa., has been granted letters patent, No. 734,878, on a muffler.

C. C. Hill, Chicago, Ill., has been granted letters patent, No. 734,868, on an exhaust muffler.

Winfield S. Broyles, Spring City, Tenn., has been granted letters patent, No. 733,941, on a pea-huller.

Robert Cumming, Edinburg, Scotland, has been granted letters patent, No. 734,827, on a rotary explosive engine.

John M. Stadel, Wilmington, Del., has been granted letters patent, No. 734,986, on a generator for gas engines.

Benjamin P. Remy, Anderson, Ind., has been granted letters patent, No. 734,955, on an electric ignition generator.

Arthur Krebs, Paris, France, has been granted letters patent, No. 734,421, on a fuel governor for oil engines.

Wm. A. Gill, Portland, Ore., has been granted letters patent, No. 734,848, on a carburetor for explosive engines.

Wm. H. Jones, Cambridge, Mass., has been granted letters patent, No. 734,562, on valve gear for explosive engines.

Jas. G. Heaslet, Philadelphia, Pa., has been granted letters patent, No. 734,864, on a muffler for explosive engines.

Wm. H. Jones, Cambridge, Mass., has been granted letters patent, No. 735,035, on a gas engine, and No. 735,036 on an igniter.

Wm. J. Wright, Pittsburg, Pa., has been granted letters patent, No. 735,029, on governor mechanism for explosive engines.

Martin Offenbacher, Furth, Germany, has been granted letters patent, No. 734,356, on a cooling device for explosive engines.

Geo. A. Goodson, Providence, R. I., has been granted letters patent, No. 734,852, on an electric igniter for explosive engines.

Paul Gaeth and Andrew Griebel, Cleveland, O., have been granted letters patent, No. 734,415, on a fuel mixing and charge controlling device for explosive engines.

Jas. D. McFarland, Jr., San Francisco, Cal., assignor of one-half to John Bruckman, San Francisco, has been granted letters patent, No. 734,237, on a gas engine.

Frank Bryan, London, and Abel H. Bayley, Niton, Isle of Wight, Eng., have been granted letters patent, No. 734,220, on a combination internal combustion or compressed air engine.

Edw. J. Brooks, East Orange, N. J., has been granted letters patent, No. 734,807 (see cut) on a seal. The seal is composed of 2 sheet metal cups inseparably interlocked with each other by pressure.

David Barnes, Axtell, Kan., has been granted letters patent, No. 734,292 (see cut) on a grain loader. The grain is fed from the endgate of the wagon thru a chute to the boot of the elevator and elevated by hand power.

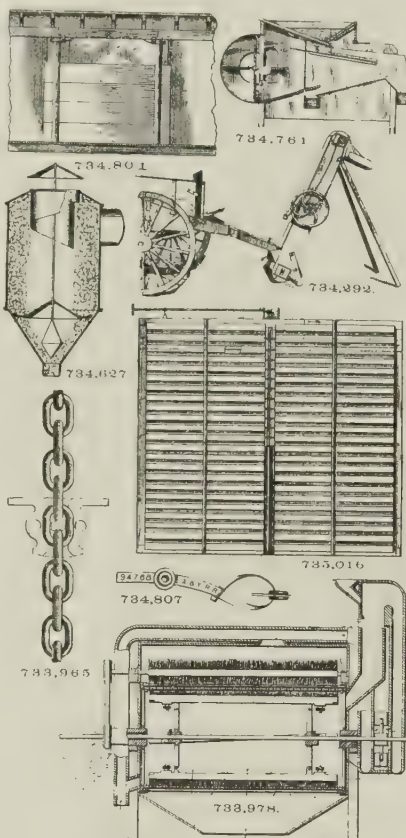
Robert W. Southerland, Mobile, Ala., has been granted letters patent, No. 734,627 (see cut), on a dust collector. The casing has a pitched breast and a cone-shaped lower portion with a valve-seat.

Supported from the breast is a deflector, opposite which is an angularly disposed inlet pipe having a closure for the upper end. Connected with the upper closure is a conical valve fitting the lower closure.

Geo. C. Horst, Columbus, O., assignor to Jos. A. Jeffrey, Columbus, has been granted letters patent, No. 733,965 (see cut) on a conveyor. The conveyor flight is formed for attachment to a cable chain. It is composed of 2 halves each having half of a cavity for receiving one link.

Wm. E. Larmon, Alvaton, Ky., has been granted letters patent, No. 733,978 (see cut), on a grain scourer and separator. Inside the cylindrical screen is a revolving brush having its frame rectangular in cross section in front and triangular in the rear side. The brush is clothed with wires or bristles.

Fayette H. Bennett, Topeka, Kan., has been granted letters patent, No. 734,801 (see cut), on a device for fastening grain



doors in cars. A vertically disposed locking bar is adapted to bind the door against the frame. Projected horizontally from the upper end of the locking bar into the door opening is a lever over which rides a dog pivotally mounted in the frame above the door opening.

Benjamin F. Smith, Thurston, O., assignor of one-half to Wm. G. Smith, Columbus, O., has been granted letters patent, No. 734,761 (see cut), on a grain separator and grader. Loosely hung in the stationary casing is an agitable wind chest in which is fixed a grain grading bottom consisting of two longitudinally inclined surfaces meeting in an apex. The grain is scattered above the apex by a longitudinally inclined scatterboard in the wind chest, receiving grain from the hopper.

Elmer E. Ditch and Frank M. Hawkins, Mansfield, O., have been granted letters patent, No. 735,016 (see cut), on a

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separator sieve. The sieve is composed of slats stamped from sheet metal, one edge being bent downwardly at an incline, and the other edge bent downwardly upon an incline in the opposite direction, with a serrated edge. The frame is composed of side, end and cross bars. The slats are attached to crank shafts journaled in the end and cross bars. A drawbar is connected with the cranks and extends thru one of the side bars. The outer end of the draw bar is screw-threaded and carries a gear wheel swiveled to the side of the frame.

Is a Gasoline Engine Dangerous?

Gasoline, as most people know, is a very volatile liquid, and if exposed to the air at moderate temperatures the gasoline vapors are given off very rapidly. A substance is combustible only when oxygen, or air, is present. Gasoline, therefore, cannot burn unless air is present and is mixed with it. A little gasoline poured out in a tin will ignite, if a match is applied, and will burn. If this gasoline, however, is allowed to evaporate and mix with air in certain proportions it then forms an explosive mixture and on ignition an explosion results. This is just what happens in the gasoline engine cylinder. A small amount of gasoline is drawn into the cylinder and is mixed with a certain amount of air, so as to form a mixture which will give the strongest force when exploded.

If the engine is properly made there can be no bad effects from the explosion, so far as bursting of the engine is concerned. The danger from the gasoline engine lies outside of the engine and not in

it, i. e., it is due to the gasoline. If there is any crack in the gasoline pipes the liquid may escape and form vapor in sufficient quantities to make an explosion possible. Or, if the gasoline tank is being filled and, through carelessness, a large amount of gasoline is spilled on the floor, a dangerous condition results.

The only danger from the use of gasoline in a gasoline engine, then, is from the possible carelessness in allowing the gasoline to get where it can mix with air outside the engine cylinder and where it may be ignited by any flame which is brought near it. No gasoline engine should be installed with a gravity feed from the supply tank to engine cylinder, for gasoline is almost certain to leak out on an engine-room floor. All gasoline engines should be provided with a pump to bring the gasoline from the supply tank in small quantities, the tank being located below the level of the engine cylinder or feed. Then there should be an overflow arrangement, so that the surplus gasoline may flow back to the reservoir.

The only other dangers of fire from a gasoline engine are where a tube igniter is used, or where the exhaust pipe is placed too near woodwork or wooden floors. In the latter case the hot exhaust pipe may result in the wood catching fire. In case a tube igniter is used, there is, of course, the possibility of wood or other inflammable substances coming in contact with the burner flame and resulting in a fire.

So far as the writer has been able to learn there is not a fire insurance company which will not give as low or lower a rate for fire insurance on a building in which a gasoline engine is properly installed than it will give if a steam engine and

boiler were in use. In not a single instance have I been able to learn of a case where the gasoline engine (where properly installed) caused a higher premium than a steam plant would cause and in most cases the rate is lower for the gasoline engine.

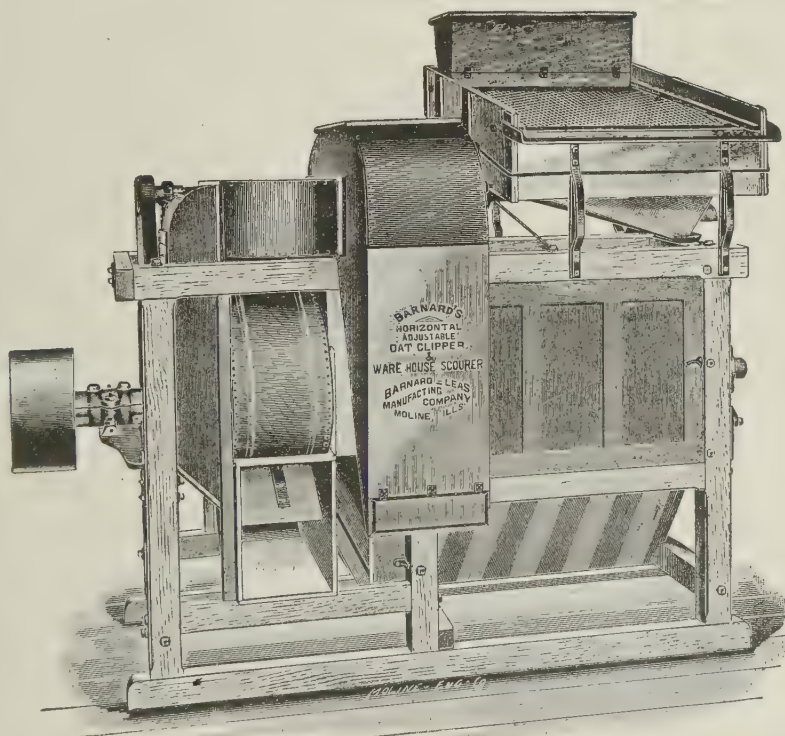
This means that the insurance companies consider the gasoline engine the preferable risk, and they are certainly interested in determining the proper solution of this question.

The gasoline engine, then, may be properly regarded as an exceptionally safe machine. Instead of causing damage to life and property when it is improperly handled, it will only give unsatisfactory service or stop completely. As the writer has often said, this is possibly the more exasperating course to the puzzled operator, but it is certainly the safer one for him. The gasoline engine will certainly require less care on the part of the operator to prevent danger of injury than will a steam plant, and the man who has one of this type of engines and exercises a reasonable amount of care to prevent the gasoline from escaping into the air and forming an explosive mixture will have no difficulty whatever.—Albert Stritmatter, in the Farm Implement News.



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The scouring case is almost indestructible, the shaft is heavier than usual in machines of this class, and the bearings are unusually long and heavy and are made ring oiling.

Before entering the scouring case, the grain is cleaned by an unusually large counter-balanced shoe.

The grain is discharged the full width of the machine, making the separation more thorough without using so strong a suction, and with a consequent less shrinkage and loss.

Other points described in our late circular.

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Suits— Decisions

The Supreme Court of Washington has denied the writ asked by the Northwestern Warehouse Co. to compel the Oregon Ry. & Navigation Co. to give track connection at Pomeroy, Wash., thus reversing the decision of the lower court.

The suit of the Goderich Elevator Co. against the Dominion Elevator Co., of Winnipeg, Man., for \$2,250 for storage space contracted for at Goderich but not used, has been dismissed by the court on the ground that no contract was shown.

In the absence of a selection of a route by a shipper, the initial carrier may choose the same, having due regard for the shipper's rights.—Gulf, Colorado & Santa Fe Ry. Co. v. Irvine & Woods. Court of Civil Appeals of Texas. 73 S. W. 540.

Notes given to cover losses in grain deals between Peter Barth and Jacob Wurster will not have to be paid under the decision of Judge Ludwig at Milwaukee recently. It is alleged the evidence showed neither party intended to receive or deliver the grain.

Evidence to authorize a jury to find that a sale was by sample must show that the parties contracted with reference to the sample exhibited, understanding that the bulk of the commodity corresponded with it.—A. & S. Henry & Co. v. Talcott. Court of Appeals of New York. 67 N. E. 616.

The clause in a B/L limiting the carrier's liability will not be held valid on the ground that a reduced rate was intended, no rate being specified, and none being talked of by the parties.—Phoenix Powder Mfg. Co. v. Wabash R. Co. Court of Appeals at St. Louis, Mo. 74 S. W. 492.

Chas. Shelby, grain dealer, Tolono, Ill., bot of Ralph Wright, tenant farmer, 2,500 bus. of corn at 37 cents. Wright delivered a part, but when the price went to 45 cents sold the balance to another. Shelby brot suit and was given judgment for the full amount claimed, \$81.68.

A crib erected by a tenant on posts, under a verbal agreement with his landlord that he could remove it, is held to become a part of the realty, as between the tenant and a subsequent owner without notice.—Smyth v. Stoddard. Supreme Court of Illinois. 67 N. E. 980.

I. R. Crisler, who sold his elevator and coal sheds at Perth, Kan., to the Perth Farmers Co-operative Grain, Fuel & Live Stock Assn., now has brot suit against the concern and several stockholders for the purchase money. The farmers company was a fizzle and it has quit the business. No one will pay Crisler.

In Minnesota the law is settled that growing crops, such as wheat and oats, are attached to and become a part of the real estate, and are transferred by a conveyance of the land, unless expressly reserved. Erickson v. Paterson, 47 Minn. 525, 50 N. W. 699; Cummings v. Newell, 86 Minn. 130, 90 N. W. 311.

Where one pays for 400 bushels of corn and 300 bushels in a certain crib in the seller's granary are measured by them, and declared his, which the seller agrees to help haul to the buyer's farm, title thereto passes; nothing remaining to be

done to complete the sale. Augustine v. McDowell. Supreme Court of Iowa. 94 N. W. 918.

Where a party relies on a rescission of the sale for his defense, he must plead the same, and allege that he has returned or offered to return the goods, and an answer which fails to allege such a rescission and return or tender does not state a defense.—Sloan Com. Co. v. Henry A. Fry & Co. Supreme Court of Nebraska. 95 N. W. 862.

The lien of a railroad for freight on goods shipped ceased when the company attempted to assign said lien to one who seized the goods for the debt of a stranger, and therefore the assigned lien was no defense to an action for conversion by the consignor against the attaching creditor.—Rosencranz v. Swofford Bros. Supreme Court of Missouri. 75 S. W. 445.

Where a carrier issued a B/L in Missouri for a through shipment beyond its own line to a point in Arkansas, it could not exempt itself from liability for a conversion of the property by a connecting carrier by a provision in the bill limiting its liability to its own line.—Marshall & Michel Grain Co. v. Kansas City, F. S. & M. R. Co. Supreme Court of Missouri. 75 S. W. 638.

Where a telegram was not delivered by reason of the negligence of the telegraph company, and its agent at the sending office informed the sender that it had been delivered, whereupon he made no further efforts to communicate with the addressee, his failure to do so did not constitute negligence as a matter of law.—Western Union Telegraph Co. v. Barefoot. Court of Civil Appeals of Texas. 74 S. W. 560.

In an action for rent by a landlord against a purchaser of his tenant's crop, evidence showing that the purchaser knew that the seller was plaintiff's tenant, and evasive answers given by him to questions on cross-examination asking whether he knew that the crop came from plaintiff's land, were sufficient to submit the issue of knowledge of the tenancy to the jury.—Belshe v. Batdorf. Court of Appeals at Kansas City, Mo. 73 S. W. 888.

Under Rev. St. 1895, art. 3236, making it unlawful for a tenant to remove products of rented premises without the consent of the landlord, it is a conversion for the tenant to send it away, without the landlord's consent; and the party receiving it, with knowledge of the lien, whether handling it as his own property or that of the tenant, is also guilty of conversion.—Mensing Bros. v. Cardwell. Court of Civil Appeals of Texas. 75 S. W. 347.

A purchaser of potatoes under an executory contract and an implied warranty of quality does not waive a breach of the warranty by merely taking them from the car, but, even as to defects evidenced by external appearance, has whatever will be a reasonable time, under the circumstances, to observe their condition and notify the seller of their rejection.—Northern Supply Co. v. Wangard. Supreme Court of Wisconsin. 94 N. W. 785.

Action of a railroad company in switching cars containing lumber onto a switch on private land, of which the consignee was tenant, for the purpose of allowing them to be unloaded, did not operate to deprive it of dominion over the cars or over the lumber remaining therein, and did not preclude it from repossessing itself of the cars and lumber for the purpose of enforcing a lien on the lumber.—Darling-

ton v. Mo. P. Ry. Co. Court of Appeals at St. Louis, Mo. 72 S. W. 122.

In an action for the purchase price of goods sold and delivered, where the sale was induced by statements and representations amounting to a warranty of kind and quality, the defendant may retain the goods, plead a breach of warranty, and counterclaim his damages, or he may rescind the sale by returning or offering to return the goods, and plead such rescission and tender as a complete defense to the action.—Sloan Com. Co. v. Henry A. Fry & Co. Supreme Court of Nebraska. 95 N. W. 862.

That a common carrier delivered goods without requiring surrender of B/L, which was not indorsed "Nonnegotiable," in violation of Pen. Code, Sec. 633, so as to render it liable for the penalty attached to such failure, does not authorize a subsequent bona fide transferee of the bill, which had been fraudulently altered so as to make it negotiable, to sue a carrier to recover damages for its neglect, as the forgery was not the proximate result of such neglect.—Mairs v. Baltimore & O. R. Co. Court of Appeals of New York. 67 N. E. 901.

A person dealing in futures in cotton and wheat, who controls no wheat or cotton, but merely accepts the money of purchasers, telegraphs their offers to brokers in other cities, and notifies them of the acceptance of the offers, and then keeps the purchasers informed of the fluctuations of the market, and requires them to cover their margins, comes within the provision of Pen. Code, art. 377, making it a misdemeanor to carry on the business of dealing in future contracts, with no intention of delivering the articles sold.—Fullerton v. State. Court of Criminal Appeals of Texas. 75 S. W. 534.

E. Clemens Horst, grain shipper, has brot suit against the Howard Grain Co., Oakland, Cal., alleging that the Howard Co., when weighing 88,136 sacks stored by him in its warehouse, took 3 to 4 pounds from each sack. The cargo of barley was short on arrival in England. Mr. Howard says: We will enter a general denial and when the case comes to trial, we shall be ready to meet Mr. Horst on every point. The weights certified to him were absolutely correct, as we shall be prepared to prove, and the offer of \$1,190 we made him for his share in our customary reserves of grain, two pounds to the "draft," was all he had coming. Balfour, Guthrie & Co. have no connection whatever with our business, and they are improperly joined as parties in this action. They did, it is true, sell the barley reserved for us, but they had nothing to do with the storage or weighing of the grain.

Harris & Co., grain dealers, had an office at Omaha, and an elevator and agent at Wolbach, Neb. Their method of paying in checks drawn on a bank at Greeley Center, 17 miles distant, created great dissatisfaction among farmers, and they adopted the plan of depositing \$200 from time to time in the safe of Bissel & Seavey, lumber dealers, having no safe of their own, out of which B. & S. were to pay checks drawn by H. & Co.'s agent. B. & S. made no charge for the service. After this arrangement had continued for some time the office of B. & S. was broken into, the safe opened and \$190 of Harris & Co.'s currency stolen. The latter brot suit against B. & S., claiming that the money stolen was not that of Harris & Co., and recovered judgment in the district court. On appeal, the Supreme Court of Nebraska reversed the decision and re-

manded the cause for a new trial. Judge Pound of the Supreme Court said: Plaintiffs contend that the bailment was for the benefit of both parties, and is to be construed a bailment for hire, because one of the motives, if not the chief motive, of defendants in undertaking to act gratuitously, was the expectation that so doing would assist to hold trade in the town. The substantial benefits all accrued to plaintiffs. Their business, as they admit, was greatly increased, and they were saved the expense of a safe at their elevator, while defendants only shared, with all the other business men in general, incidental benefits of increased trade in the town. The substantial benefits were on one side. No one acts without motive. The motive may be a pure spirit of accommodation. The bailment does not become one for hire merely because the mo-

tive inducing the bailee to act gratuitously may be an expectation of incidental advantage from such course. We are of opinion that there has been no conversion of the money still kept separate and in its original condition, and that defendants' liability in respect thereof was that of bailees only. Such was the view taken in the case of the same nature in *Furber v. Barnes*, 32 Minn. 105, 19 N. W. 728. Putting the package in a canvas bag in the safe with some of defendants' own money was a precaution, not a conversion. It did not destroy the identity of the deposit.—95 N. W. 779.

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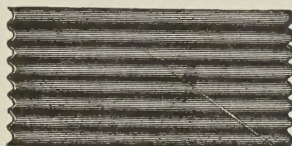
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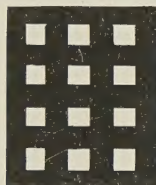


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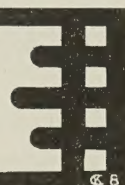
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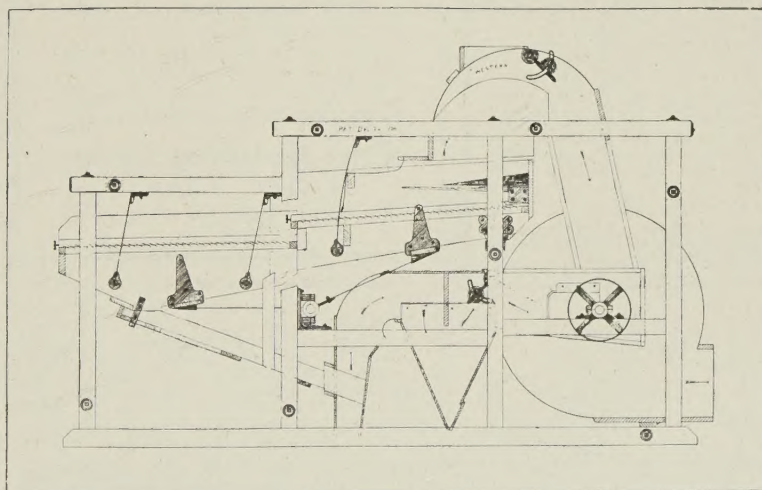


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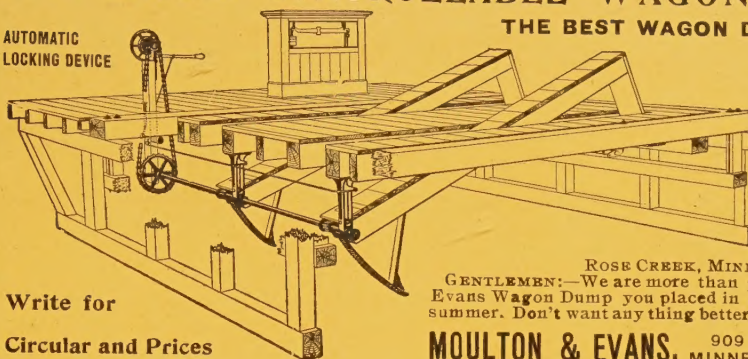


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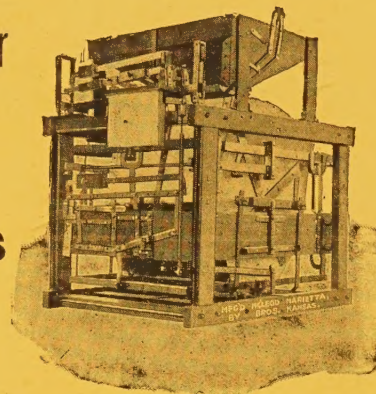
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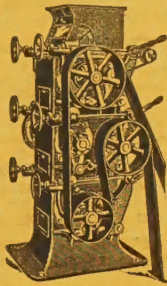
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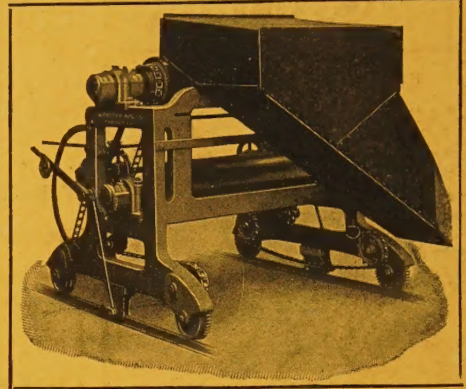
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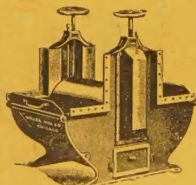
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